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11.30 „	„	12.45 p.m.	„	15 „
12.45 p.m.	„	1.15 „	„	10 „
1.15 „	„	1.45 „	„	15 „
1.45 „	„	2.15 „	„	10 „
2.15 „	„	5.00 „	„	15 „
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The Daily Press.

HONGKONG, APRIL 10TH, 1913.

NO ONE who followed the evidence given in the trial at the Criminal Assizes of the seven Japanese who were charged by the Crown with conspiring to put in circulation forged five-dollar notes purporting to be issued by the Military Government of Canton, will disagree with the verdict of the Jury that they were all guilty of the crime charged against them, nor will it be disputed that they richly deserved all the punishment they received. The bold defence that the notes—of the face value of a million dollars—were made to the order of the Canton Authorities, was effectually disposed of not only by the evidence of the Treasury officials but also by the documents seized, and by the evidence of the prisoners themselves as to the huge profits each expected to get for very small service, clearly indicating that they could not have regarded the transaction as honest or legitimate. The prisoners were ably defended, but in face of the damaging testimony given in the witness box, their Counsel had to make the most of the legal point that the real prosecutor in the case was the Chinese Government who had no interest in the vindication of the laws of the Colony, and that therefore the Courts of the Colony were closed to them. His Lordship, however, directed the Jury that, if they believed the evidence for the prosecution, an offence had been committed against the laws of this Colony, and he held that the indictment put forward by the Attorney-General was good on the face of it. A point of interest to the layman, is: Who is bearing the expense of this very costly prosecution? Is it the Hongkong Government or the Chinese Government? It will have been observed that neither the Attorney-General nor the Crown Solicitors appeared in the case, but other solicitors and other counsel in private practice in the Colony. At the Assizes the trial lasted fourteen days, and the preliminary proceedings at the Magistracy, if we remember rightly, occupied nearly as long. The legal costs in the case, together with the cost of translating the formidable number of documents brought into Court, must amount to a very large figure, and it seems hardly just that the Colony should be saddled in the circumstances with all this liability and with the additional expense of maintaining these seven prisoners in the local gaol until their sentences expire, seeing that the notes were not manufactured here, and that no doubt they were destined to go into circulation not in this Colony, but in China. However, the decision of the Chief Justice that an offence was committed against the laws of the Colony seems to the lay mind sound enough, for though the genuine Chinese notes do not circulate in the Colony by express authority of the Colonial Government in the same way as do the notes which are issued by the authorised local banks, yet people are quite at liberty to buy here any quantity of Chinese notes if they want to, just as they may purchase American banknotes; but if the notes concerned in the transaction are forgeries, it is plain that an offence against a law common to all countries is committed by persons who induce others to purchase or accept them as genuine notes. This was the only charge taken against the prisoners. Originally other charges were framed, but these apparently had to be dropped, doubtless for reasons indicated in the contention by which the Counsel for the defence sought to quash the whole proceedings. It was indeed fortunate for the prisoners that they could not be prosecuted in the Courts of this Colony on the more serious charges originally preferred against them, which entail much heavier punishment; but having regard to the cost of this trial—which the arguments on the question of jurisdiction suggest will fall upon the Crown!—and considering the inconvenience to the crowd of litigants on the cause lists of the Courts caused by the protracted nature of this trial—it is a matter for regret that the whole business could not have been passed on in some way to other authorities beyond the Colony, alike for the reason that it was of greater concern to them, and because at the same time they would have been in a better position to frame charges on which the principals in the conspiracy could have been indicted for offences entailing punishments which befit the enormity of the crime they attempted to perpetrate.

Messrs. Katz Brothers of Singapore have declared a dividend of ten per cent. It is stated that the new premises in Singapore have cost $230,477.

The Teluk Anson Rubber Company have declared a dividend of ten per cent., making fifteen per cent. for the year. The estimate for 1913 is 60,000lbs., and all-in costs 1/4d.

At Messrs. Christie's rooms on 12th ult. a pair of Kang-He Chinese hexagonal vases, 12in. and 9¾in. high, produced £787 10s., and a pair of Chinese Kylines of the same period £399.

The Shanghai Watch Committee having regard to the protest of the residents of the Hongkew District against the granting of new tavern licences, refused twelve applications for new licences last week.

Mr. A. E. Noble, for many years manager of the Philippine Islands Telephone Company, has tendered his resignation, and will leave at an early date for the United States, where he will engage in business.

A small fire took place at 19, Wing Lee Street on Tuesday. It was caused by the accidental overturning of a kerosene lamp. The inmates and the police extinguished the flames before any great damage had been done.

Mr. A. Shelton Hooper returned to the Colony yesterday on the *Devanha* after an absence of little over a year at Home. Mr. A. H. Harris (formerly Commissioner of Customs at Kowloon) was also a passenger by the same steamer.

The Rt. Rev. Bishop Brent, the Bishop of the Philippine Islands, is about to pay a short visit to Hongkong. He is to preach at St. John's Cathedral on Sunday next. Bishop Brent is on his way to attend the Convention of American Bishops.

Mr. A. Findlay Smith left for London by the *Kitano-maru*.

Lieut. H. P. Garwood, R.G.A., has been appointed adjutant, R.G.A., Hongkong.

Mr. Henry Keswick, M.P., left London a month ago for a three weeks' stay at Biarritz, acting on the advice of his medical adviser.

It is reported from Tibet that the Dalai Lama has sent letters to all the leading provincial officials notifying his resumption of office as the head of the State, and the letters contain expressions of gratitude to the British for hospitality in India.

Mr. E. R. McCullogh, of Manila, who went to the United States in February to be married to Miss Priscilla Hall, daughter of Judge S. P. Hall, of the Appellate Court of California, died at Oakland on the 7th ult. of typhoid fever, which developed shortly after his arrival.

The *Tenyo-Maru* when she left for San Francisco on Tuesday had on board about 250 passengers. Among them were Mr. and Mrs. W. Hutton Potts, who will be away until the end of the year. Other passengers from Hongkong included Col. and Mrs. J. M. Irwin, and Mr. and Mrs. D. Jaffe and family.

At the Supreme Court yesterday, before the Acting Puisne Judge (Mr. J. H. Kemp), the Attorney-General (Hon. Mr. J. A. S. Bucknill, K.C.) announced that the parties in the criminal libel case against F. K. Tata and J. N. Ollia had arrived at a mutual agreement, and the case would therefore be withdrawn.

An action was brought at the Supreme Court before the Puisne Judge yesterday by Chan Wo, a sub-contractor, who sued the Kwong Hang firm for $1,000 for work done and labour supplied. Mr. Otto Kong Sing represented the plaintiff and Mr. Leo. D'Almada appeared for the defendant firm. His Lordship gave judgment for the plaintiff with costs, but granted a stay of execution for a fortnight pending appeal.

Before the Puisne Judge yesterday Fung Sing Nam, trading as Hang Kee, of 70, Praya East, sued the Hop Leung firm, of 37, Connaught Road Central, for $800 for breach of contract, dated 21st October, 1912, whereby the defendants failed to take delivery of 10 chests of human hair. Mr. Otto Kong Sing was for the plaintiff and Mr. Gardiner for the defendant. The action was dismissed with costs.

An armed robbery is reported from the island of Cheungchau. Two men engaged a boat and were rowed well out into the harbour, and then asked to be landed at a quiet place. On reaching the shore one man produced a revolver and the other a knife, with which they threatened the two boatwomen. They demanded money, but the women called out "save life." Their cries were heard by a fisherman, who came to the rescue and hit one man over the head. The other escaped, but the man who was hit was kept in custody and handed over to the police.

THE "TAI ON" PIRACY.

It is stated that two women have been arrested in Hongkong and one man on the frontier in connection with the *Tai On* piracy. This has not been confirmed by the police yet.

Those in charge of the steamers on the West River and on the Delta are taking greater precautions than usual to prevent a similar occurrence taking place.

A HARBOUR MURDER.

Six men boarded a cargo boat just off Winglok wharf at three o'clock yesterday morning, and though they were only on the craft a few minutes they did not leave before murder had been committed. One of the men used a knife, and stabbed the junkmaster in the back. Immediately cries of "save life" were heard, and the fokis on board were roused, but the intruders did not wait for developments and made off as quickly as possible. They reached the shore and got away safely. The junkmaster died soon after receiving the wound. No arrests have yet been made by the police.

CHINA'S NEW ALPHABET.

The Educational Conference, for the unification of the Chinese language, which has been meeting in Peking, under the direction of the Board of Education, for the past two months, has now decided on a new alphabet to express Chinese sounds. It consists of parts of Chinese characters which represent fixed sounds. There are 24 initials and 15 finals, making an alphabet of 39 letters. It may be called a Chinese Roman Alphabet, as the method of combination is quite similar to the Roman one. The initials are ke, k'e, ne, chi, ch'i, ni, te, t'e, no, pu, p'u, mu, fu, wu, ts, ts', sz, chi, ch'i, shi, ho, shi, le, ri, and the finals, are i, u, ü, a, ê, ieh, ei, ai, ao, an, en, ang, ung, er. The combination is as follows: le-i-ung is ling, ne-i-en is nine, etc.—*Peking Daily News.*

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

AMERICAN AMBASSADOR TO CHINA.

TOKYO, April 9th.

Dr. John R. Mott, who is been on a lecturing tour in Japan and China, admits receiving an offer of the post of American Minister at Peking, but he has not yet decided whether he will accept it.

RETALIATION BY JAPAN.

TOKYO, April 9th.

With reference to the Californian anti-Japanese legislation, Tokyo business-men propose that Japan should refrain from participating in the Panama Exhibition.

[THROUGH REUTER'S AGENCY.]

THE RECOGNITION OF THE CHINESE REPUBLIC.

LONDON, April 9th.

A message from Washington states that not only have Great Britain and Japan hitherto not given any recognition to China, but there are indications that Russia, Germany and France will withhold immediate recognition. Brazil, and probably all South America, will follow the lead of the United States. It is probable that the United States will wait a few days for detailed information which will not be long delayed.

Mr. Bryce and Mr. Chang Ching Tang discussed the situation on Monday.

President Wilson told a journalist that Mongolian independence was not involved in American recognition.

RECOGNITION DEFERRED.

LATER.

Following upon a Conference with President Wilson the Cabinet at Washington has decided to defer the recognition of China until the Assembly at Peking is completely organised.

AMERICA AND TARIFF PROTECTION.

LONDON, April 9th.

President Woodrow Wilson has delivered a message to Congress in which he demonstrates how monopolies have grown up through high tariffs killing all competition. They must abolish even the semblance of artificial advantage and build up a foreign trade. While avoiding upset or confusion, the Government intend to make laws squaring with the facts of to-day.

THE POPE INDISPOSED.

LONDON, April 9th.

A message from Rome states that His Holiness the Pope, who has been indisposed, has had a serious relapse, and has been ordered entire repose.

A later message from Rome states that while officially the Pope is declared to be suffering from a relapse due to influenza, there are persistent reports that His Holiness is suffering from weakness of the heart and albuminuria, which is a symptom of nephritis, and this occasions anxiety.

ANOTHER SUFFRAGETTE RELEASED.

LONDON, April 9th.

Olive Wharry, a Suffragette who was sentenced on March 8th to eighteen months' imprisonment, has been released.

Officials of the Women's Political Union declare that Miss Wharry "secretly hunger-struck" for thirty days and was not forcibly fed.

THE AMERICA CUP.

ALL STIPULATIONS WITHDRAWN.

LONDON, April 9th.

Sir Thomas Lipton has withdrawn all stipulations as to the size of the defender in the yacht race for the America Cup. He anticipates a good race with his 75-footer in 1914.

The Royal Ulster Club has accordingly forwarded a formal challenge.

Sir Thomas Lipton, interviewed, said he intended the challenger to be an entirely new type of boat. She would be built at Nicholson's yard.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

THE BLOCKADE.

Reuter has been informed that the International blockade will be limited to that part of the coast between Antivari and the River Drin.

EFFORTS TO END THE WAR.

The Ambassadors yesterday decided upon the terms of the reply of the Powers to the Balkanites. There is reason to believe that the views of the Powers are unchanged, and that the reply will urge the necessity and the advantages of terminating the hostilities most speedily.

The feeling in diplomatic quarters is somewhat more hopeful on indications of a more moderate attitude on the part of the Allies and the possibility of a financial settlement with Montenegro.

SERVIAN RESERVISTS DISBANDED.

A telegram from Sofia states that 20,000 reservists have been disbanded.

THE SHIPS ON THE AUSTRALIAN STATION.

SERIOUS ALLEGATIONS.

LONDON, April 9th.

Captain Carver, formerly commander of H.M.S. *Torch*, in a letter to the papers, alleges that the authorities are suppressing the facts concerning the dangerous condition of ships on the Australian Station. He declares that of nine ships there in 1911 three were dangerously unseaworthy and two in a very bad condition. The performances of the *Hermes*, the *Forte*, and the *Pandora*, at the Cape, and the *Proserpine* and *Philomel* in the East Indies show that something is gravely amiss.

THE GERMAN POLAR EXPEDITION.

THE LEADER MISSING.

LONDON, April 9th.

It is reported from Christiania that four men belonging to the German Scientific Expedition to Northern Spitzbergen, conducted by Lieut. Schroder-Stranzer, have reached Advent Bay and report that two others are safe. Lieut. Schroder-Stranzer left in August last on a sledging expedition and never returned. The aviator and the cook are also dead.

PLURAL VOTING.

LONDON, April 9th.

The Bill to abolish plural voting was read a first time in the House of Commons on Tuesday, the figures being 303 for and 177 against.

THE SUFFRAGETTE TERRORISM.

LONDON, April 9th.

Miss Annie Kenney has been arrested and charged with inciting suffragettes.

THE PEKING PARLIAMENT.

All the members of the Cabinet were present at the inauguration of the new Parliament on Tuesday, excepting Mr. Lui Kwei-ye, the Minister presiding over the Board of Trade, whose absence was due to illness.

The American Minister was present in person, and the other Legations sent representatives.

INTERESTING EVENT ON THE "INDIA."

Two days before the homeward P. and O. mail steamer *India*, commanded by Capt. Gordon, arrived in Singapore from Hongkong, just about 7.30 p.m. when dinner was in progress, the Captain received a note from the Surgeon to announce the arrival of a little son to Mr. and Mrs. Pearse, who were passengers from Hongkong to the Straits. It is the first time in Capt. Gordon's long seagoing experience that an incident of this kind has happened in any ship under his command. Mr. Pearse had gone to Hongkong on behalf of his firm, Nutter, Pearse and Co., to report on the new tin alluvial concession in the New Territory, Kowloon, and with his wife was on his return to Ipoh. The passengers were naturally greatly interested and raised a dollar whip to give the new *India* baby a silver christening mug. The birth will be duly registered in the parish of Stepney, London, which is the recognised mother-country of all children born at sea. Mr. and Mrs. Pearse will continue the voyage to Penang, where they and the new arrival will land. It is understood that he is to be named Cecil Bedford Godfrey Pearse, this including the name of his grandfather the late Admiral Bedford. The *India* was in wireless communication with the P. and O. *Nile*, which passed about 6 p.m. the same evening, and a message was sent from the *India* to the *Nile* asking that the incident be duly announced at Hongkong.—*Singapore Free Press.*

CORRESPONDENCE.

EDUCATION IN HONGKONG.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

HONGKONG, April 8th.

SIR,—I notice in your issue of to-day that "Contributor" has replied to my letter criticising his article. I read it closely, looking for arguments to confute what I had said. I find *one*, viz., the statement that the University has an Arts Faculty. I admit at once that I was ignorant of its existence. In the same issue the Vice-Chancellor of the University has been kind enough to inform us that there is such a Faculty. His description of this Faculty I have read with interest, and so far as I can gather from this and from my knowledge of other Universities I think it may safely be stated that this Arts Faculty is no more an Arts Faculty than the University is a University. This is the only point in my criticism that "Contributor" touches upon. All the others are "not worth arguing about." What does this mean? It simply shows that "Contributor" is totally unable to refute the opinions I expressed. He accordingly flees to the refuge of the beaten. Unable to assail my criticism, he attacks its author. Is this how "Contributor" discusses a question? What good can possibly be obtained by vicious mud-slinging? In my criticism I made no remarks on the author of the article, save to prove his ignorance of educational matters in Hongkong. I did not enlarge upon his physical weaknesses nor upon his intellectual shortcomings. I did not gibe at his education nor meanly suggest incapacity in his professional work. Even now I refrain from illustrating his inability to write grammatically. (He has one sentence which resembles the Arts Faculty and the University; it is no sentence at all.)

In my criticism I made no statement without proof. "Contributor" makes assertions which are falsified by their very foolishness.

Why does "Contributor" fear the institution of a Faculty of Divinity? If we can educate Asiatics to become doctors, lawyers, teachers, engineers, and business men, what is to prevent them from becoming clergymen also?

Why allow this profession to remain free from competition?

I confess I am entirely at a loss to understand "Contributor's" remarks about my "splendid education" and its connection with patriotism.—Yours, etc.,

TEACHER.

A HEAVY FAILURE.

AFFAIRS OF RICHARD ABENHEIM AND CO.

At the London Bankruptcy Court on the 13th ult. an application was made to Mr. Registrar Hope for an order of discharge on behalf of Richard Frederic Berthold and Edward Schweitzer Abenheim, merchants, trading, at Hopetoun House, Lloyd's-avenue, E.C., as Richard Abenheim & Co., and at New York and Yokohama as Abenheim Brothers.

Mr. Walter Boyle, Official Receiver, reported that the firm failed in April, 1912, with provable debts amounting to £93,523, and assets that had so far realised £14,361, and would probably yield a further £4,200. A first dividend of 1s. 6d. in the £ had been paid by Mr. Maurice Jenks, the trustee, and a further dividend of 1s. 6d. in the £ might be paid. The business was started by Mr. Richard Abenheim in 1906, and was carried on with profit until 1907, when the partners diverted their attention, capital and resources to other businesses and ventures, with the result that their profits gave place to losses. In the autumn of 1910 the firm became involved in the promotion of a large company formed by them and others to acquire an extensive timber, pasture and farming estate in Mexico, an undertaking quite outside the firm's province, and admittedly embarked upon with a view to retrieving the heavy losses made on the merchant's business. In their endeavours to carry the matter through the bankrupts were drawn to incur liabilities to the extent of many thousands of pounds, and their legitimate business suffered severely; the scheme was not carried through by the bankrupts, but they ultimately obtained a release from the commitments in connection therewith. The bankrupts attributed their failure and insolvency to heavy losses in connection with their import business, heavy drawings of the partners, and to interest charges, particularly upon bill renewals since the beginning of 1907. In the opinion of the Official Receiver, the failure was due to three causes:—(1) A loss of £25,000 in connection with the import business, (2) the promotion of the Mexican company, which was a speculation outside their legitimate business, and (3) the personal extravagance of all the partners. The offences alleged were:—(1) Insufficiency of assets to equal 10s. in the £ on the amount of the unsecured liabilities, (2) trading with knowledge of insolvency, and (3) contributing to the bankruptcy by unjustifiable extravagance in living.

Mr. Higgs (Rehder & Higgs), on behalf of the bankrupts, challenged the findings of the Official Receiver, and called Mr. Richard Abenheim to give evidence in refutation of the charges.

The hearing was adjourned till 3rd April.

THE MAGISTRACY.

A man named Duncan MacCallum, described as a ship's officer, was fined $5 or 14 days' imprisonment for being drunk and incapable.

Fines aggregating $247 were inflicted by Mr. Hazeland upon a Po Tau Chinese for being in possession of various quantities of opium, which, it was alleged, he sold to the junk people in the vicinity.

Yesterday the charge was heard against five men of committing an armed robbery in Tung Street on 29th March and stealing jewellery to the value of $316. Mr. Melbourne committed them to the Criminal Sessions for trial.

An Indian who was convicted of being drunk and disorderly in Queen's Road and fined $6 or fourteen days in prison alleged that a European constable asked for a share of a bottle of wine which he had. The constable indignantly denied the allegation, and Mr Hazeland said that he did not believe the Indian's story.

Mr. R. O. Hutcheson, Superintendent of Imports and Exports, proceeded against a Chinese from the island of Po Tau for being unlawfully in possession of a still. The whole paraphernalia for making samshu was produced in Court, and Mr. Melbourne imposed a fine of $300. Later Mr. F. Mason appeared before his Worship and asked for a re-hearing. Mr. Melbourne pointed out that the man had pleaded guilty.

Before Mr. Melbourne yesterday the Hon. Mr. E. R. Hallifax, the Registrar General, proceeded against Ho Sing Ping, of the Ching Tin restaurant, No. 471, Queen's Road West, for being a member or acting as a member of a society known as the U Lan Club at 592, Queen's Road West, the society not being registered or exempted. He was also charged with managing or assisting in the management of the club. Mr. F. X. d'Almada appeared for the defence. Mr. Hallifax stated that the place was conducted as a club, the members paying $10 subscription annually. The place was fitted up exceedingly well, with bedrooms or cubicles, and large kitchen accommodation. A large number of servants were on the premises. The case was remanded.

THREATS OF ASSASSINATION.

PERILS OF PUBLIC LIFE IN CHINA.

We referred in a leading article the other day to a communication received by one of the Government departments in Peking intimating that six or seven of the leading men in China had been marked for assassination. An identical letter seems to have been received by several prominent officials in Peking, and the *Peking Daily News* gives the following translation of the document:—

A brief Proclamation by the Holy Judicial Organization for Supervising the National Assembly and the Government.

The Republic of to-day is at its most critical and dangerous moment, its life or death is so uncertain. It is like an infant which needs much care and nursing, and must shun outside attacks.

This holy organization is a special court for supervising the National Assembly and the Government. All the improper members of the Assembly and the political parties will be judged in an open and impartial manner and dealt with by strict and proper punishments in accordance with the public wish of our 400,000,000 brethren for the purpose of obtaining the happiness of a Republic, so that our rights given by God may be exercised and a powerful Republic established.

It has now been found that the following men are guilty of the crimes stated below:—

Sung Shino-jen, setting the Government affairs into disorder by fanatical speeches and planning to grasp power and position.

Liang Chi-chao, being tempted by wealth and power, and unaware of integrity and shame.

Sun Chung-shan (Sun Yat-sen), cheating the world and doing injury to the country by his purely empty talks.

Yuan Shih-kai, assuming supreme powers and violating the provisional constitution.

Chang Chi-chih (Chang Chien), violating Salt regulations and forming parties for his own interest.

Chao Ping-chun, knowing nothing of the form of Government and laying aside his entrusted responsibilities.

Huang Ko-chiang (Hwang Hsing), cheating the world with pure nonsense and doing injury repeatedly at critical moments.

Besides the above, Wang Yung-pao, Li Li-chun, Chu Chieh-jen, etc., are all bad elements of the Republic. They are, internally, harmful to the stability of the country and dangerous to our brethren; and, externally, create international complications, causing possible partitioning of China. If they are not severely punished it is feared that disaster will be at once forthcoming.

Therefore, on the 20th of March at 10.40 p.m. the death punishment which was unanimously passed on Sung Chiao-jen on the 9th of March at the 9th session by a jury of 9 men consisting of Mr. Hsueh Shen-tu and others, sentence being pronounced by Mr. Yeh I-hung, the acting judge, was first immediately executed. His crimes will be listed and published in various papers later, so that the whole world may understand the case and those who are similar to Sung may be warned.

If the above-mentioned repent by putting off their selfish ideas and devoting their work to the welfare of the country and the people, this court will deal with them leniently by effacing their past crimes.

Let every one be warned by this proclamation.

SHIPPING DEVELOPMENTS AT DAIREN.

LARGE PURCHASE OF FOREIGN VESSELS.

From reports appearing during the past few months in the *Daily Press* it will have been gathered that there has been considerable activity of late in Japanese shipping circles at the port of Dairen, and the following new companies have either been formed or are in course of formation:—

The Liaotung Steamship Company, in which the Mitsui Bussan Kwaisha are largely interested, was established in December last with a capital of 250,000 yen (£25,520). The North China Steamship Company (Hokushin Rinsen Kwaisha) has been re-incorporated as the Dairen Steamship Company, with a capital of 100,000 yen (£10,200), and is running three modern vessels chartered from the South Manchuria Railway Company. The South Manchuria Steamship Company is in process of formation by a Kobe firm, with a capital of 500,000 yen (£51,040).

The most noticeable feature of the recent activity in shipping circles lies, however, in the purchase of vessels from abroad for registration at Dairen. Detailed regulations for the registration, etc., of vessels in the leased territory were issued by the Port Arthur Government-General at the close of 1911. By these regulations vessels registered in the leased territory are entitled to fly the Japanese flag, though when in Japan they are treated as vessels registered in a foreign country. The duties and registration fees payable in Japan proper on vessels imported from abroad being considerable, Japanese shipowners have been eager to take advantage of the regulations in force in the leased territory to purchase vessels for registration at Dairen, where no duties are levied, and seventeen foreign vessels, with a gross tonnage of 49,815 tons, were bought and registered at Dairen between the beginning of 1912 and the end of January, 1913. Of these vessels 12 were British, with a gross tonnage of 40,084 tons.

Negotiations are also proceeding for the purchase of several other foreign steamers, reports the Acting British Consul at Dairen, and it is probable that the above number will be considerably increased during the year.

This introduction of foreign vessels is chiefly because the shipbuilding yards in Japan have for the last few years been unable to keep pace with the increasing demand for vessels, and is also due to the fact that, as no subsidy is payable by the Government to any but regular lines of steamers, the heavy duties which have to be paid make it unprofitable to import steamers from abroad for registration in Japan proper. The Kwantung Government-General is reported, however, to have under consideration a scheme for the levying of tonnage dues on vessels registered in the leased territory, though exactly what form the imposition will take is not yet decided.

The natural result of the formation of the companies mentioned above and the purchase of so many vessels has been a great increase in the shipping available in the leased territory. The vessels of the two first-mentioned companies are principally engaged in the export of beans, beancake and bean-oil to Japan, and of Fushun coal to the various ports in the Yellow Sea and the Gulf of Pechili, such as Antung, Chefoo, Chemulpo, Tientsin, etc. The export of Fushun coal has increased considerably of late. The company in process of formation by the Kobe firm is reported to have for its main object the export of salt from the leased territory to Japan.

A SHANGHAI DIVORCE CASE.

In the Court of Session, Edinburgh, on the 1st ult., Lord Cullen heard proof in an undefended action of divorce by Marion Gertrude Sharp, or Ure, residing at Park Gate Hotel, Lancaster Gate, London, against Charles William Ure, stockbroker, carrying on business in Shanghai. The pursuer stated that the marriage took place in December, 1891, in Tokyo, Japan, and there was one child of the union. Her husband was a Scotsman, and wore the kilt at balls. The parties lived at Yokohama, where the defender was a stockbroker, and in 1903 they went to Shanghai. In 1910 while on a visit home she spoke to him about keeping up correspondence with a typist, and he replied that he would have what friends he chose. The parties had not lived together since June, 1910. In one of his letters the defender said he was in love with the typist and she with him, and in another he suggested that the pursuer might divorce him. The defender returned on a visit in March last, and the pursuer met him in London. He admitted infidelity, and asked her to divorce him. Evidence of infidelity was read, and decree of divorce was granted.

In the latest Home papers we note the announcement of the marriage in London of C. W. Ure to Vida Catherine French.

HANKOW SENDS OPIUM TO SHANGHAI.

A rush to transport native opium to Shanghai was made by the Hankow opium merchants last week, says a Hankow paper. According to the Customs daily returns about 60 piculs, valued roughly at Tls. 150,000, left the port. The reason, as given by the merchants, is that they received a telegram saying that the Shanghai market would be closed to the imported native product on the first of the foreign month, through action of the Chinese authorities. Shanghai now affords practically the only market in which opium can be sold and the reported action of the authorities would have the effect of irretrievably tying up the stocks held at such centres as Hankow. In the face of this the merchants could only send the unsaleable part of their stock to Shanghai.

What has been sent by the merchants comprises Kweichow, Shansi, Szechuen and Yunnan opium, the greater part of which bears the "Tung Shu" stamp showing it has been in stock since before 1911. A part, however, bears no stamp, and this, if it has not been smuggled in, has been in the port since 1904.

CUPID ON BOARD SHIP.

Cupid hovers over many ships, and this is what a San Francisco paper has to say about the little love god's exploits on a transport which proceeded recently from Manila to the Golden Gate:—

Cupid's old friends, the sea, the winking stars and the good-natured man in the moon, have again come to the aid of the little love god when he has been driven to despair because of the man who hesitates.

The story of Daniel's latest ocean victory was revealed with the arrival yesterday morning from the Philippines of the United States Army transport *Thomas*, which just perfectly thrilled with romance during the voyage across the Pacific. The happy couple figuring in the transport engagement are Miss Marie von Klein, Chicago belle, and member of a distinguished German family, and Second Lieutenant A. B. Miller of the marine corps.

The custodian of the quiver and the darts, it is told, had his eye on the two prospective victims for some time—in fact, for nearly two years he hovered near, sometimes with his arrow fitted in the bow, ready to fly, but at the critical moment compelled to go his way weeping.

It was when Cupid discovered that the handsome girl and the dashing young naval officer were both to sail on the transport that he danced about in glee, realizing that now the moment of his triumph was drawing nigh. He selected a serene night, as the *Thomas* was throbbing stars and the good-natured man in the moon, have again come to the aid of the little love god when he has been driven to despair because of the man who hesitates.

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Lieutenant Miller, hero of more than one manly encounter, felt that little dart, and, hesitating no longer, popped the question. The next instant Miss von Klein whispered the small word which was responsible for the naval officer's happy countenance yesterday.

"Yes, we are engaged, but how did you find out about it?" asked Miss von Klein, in surprise. "I won't tell you another thing."

But with her fiance's adoring eyes upon her, she relented and smiled into the camera.

No date has been set for the wedding, as Lieutenant Miller may receive orders here detailing him to Mexico. Miss von Klein, who is the daughter of a prominent Chicago physician and former officer in the German army, will return to her home until it is time for the marriage bells to ring.

The couple met three years ago when Miss von Klein made a visit to her sister, the wife of F. C. Zitelmann, German Consul at Manila. Miller, who has been with the gunboat *Saratoga*, saw stirring times in Chinese waters during the recent revolution. He was attached to the gunboat *Helena* on the Yangtse river before the bombardment and burning of Hankow, where the revolution which resulted in China becoming a republic first had its inception.

THE EAST ASIATIC COMPANY.

SEVEN MOTOR VESSELS UNDER CONSTRUCTION.

The report of the East Asiatic Company for the year ended December 31 last states that trading profits was Kr.5,111,906, from which it is proposed to deduct Kr.1,155,877 for depreciation on steamers and motor vessels, property, furniture, and plant, leaving a net profit of Kr.3,956,028 (£216,727). The details were as follows:—Gross profit from trade, Kr.1,641,023; from shipping, Kr.2,133,350; and from branches, Kr.1,621,300; dividends on investments in other companies, Kr.1,025,015; balance brought forward from last year, Kr.430,811; refund of taxes, Kr.95,773. The board purpose to pay a dividend of 8 per cent., to place to reserve fund Kr.1,000,000, to place to pension fund Kr.80,000, and to appropriate as share of profit to board, managing directors, and employees Kr.473,043, leaving to be carried forward Kr.402,985. The reserve fund now stands at Kr.7,750,000, a sum equal to 31 per cent. of the total share capital of the company. Referring to the use by the company of motor vessels of the *Selandia* type, the report states that in order to utilize the advantages offered by this type of vessel on special routes where the supply of oil can be obtained on moderate terms, the company has now in course of construction seven additional motor vessels, aggregating about 60,000 tons dead weight. Also installations of Diesel engines in the steamships *Bandon*, *Chumpon*, and *Pungan* have been contracted for, and three new steamships, each of about 7,000 tons deadweight, have been ordered for the South Africa line. Under these contracts the delivery of the vessels is to take place from the spring of 1913 to the autumn of 1914. The company's object in increasing its tonnage is partly to enable it to serve its regular routes chiefly by its own vessels, and partly to replace older steamers by new and modern vessels so as to keep pace with developments. The cost of the new vessels will be defrayed out of funds available and out of amounts realized through the sale of older ships. Further, the company has arranged for a 5 per cent. debenture loan of 10 million kroner (equal to £550,000), the certificates of which will be issued in Danish and in English, the coupons and drawn debentures being payable either in Copenhagen or London.

THE BANDMANN COMPANY'S FAREWELL.

The Bandmann Opera Company brought a very successful season in Hongkong to a close last night, when they gave an excellent production of "Autumn Manœuvres." There was a large attendance, which included H.E. the Governor and party. Mr. Alfred Frith, who has made himself very popular in the Colony, was again the fun provider of the evening and kept everybody in roars of laughter.

The Company leave for the North to-day.

THE TRUTH ABOUT THE TSAREVITCH.

THE QUESTION OF THE SUCCESSION.

The following interesting article on the illness of the Tsarevitch is by the St. Petersburg correspondent of the *Manchester Guardian*:—

There is a curious feeling of uneasiness in Russia at the present moment, a feeling of uncertainty, of inability to forecast the future, even the immediate future. The character of the European situation and the prospect that Russia may at any moment be entangled in a European war may in a measure account for this attitude, but the main causes lie in the internal situation. Russian internal politics have become tantalisingly indefinite, and no one seems able to estimate their real tendency. Some declare that the reactionary period is drawing to a close, others believe that darker days are in store. Some are hopeful, others are apprehensive, but no one gives very convincing reasons for his hopes or his fears. Even inveterate politicians perhaps shrink from affirming in which direction the new Duma will drift, what the new Minister of the Interior, M. Maklakoff, will find it politic to attempt, what M. Kokovtseff will cautiously do or noiselessly fail to do.

The prevailing uncertainty has been intensified by rumours concerning the illness of the Tsarevitch. Rumour has been very busy on this subject ever since official bulletins suggestive of something far more serious than a passing child's complaint were issued from Spala in October and November last. A great deal of what has been said is exaggerated and sensational, but what is positively known is serious enough. In the first place, the Tsarevitch is suffering from a defect in the vascular system known as hæmophilia. Persons affected by this complaint bleed on the slightest provocation, and since it is extremely difficult to check the bleeding, a cut, a bruise, or a simple operation such as the extraction of a tooth may have the gravest consequences. As a rule the complaint runs in families, but affects only the male members. Thus, the daughter or niece of a person suffering from this complaint will not be affected, but very probably her son will be. And amongst the male members of the Hessen family hæmophilia has been particularly frequent.

It was owing to the presence of this complaint that the physicians who attended the Tsarevitch at Spala found it so difficult to cope with the effusion of blood induced by a bruise in the groin. The illness is complicated by a tubercular complaint; and though since the return of the Imperial Family to Tsarskoe Selo there has been a certain improvement, the physicians consider that even if the general health of the Tsarevitch is re-established, he will always be lame. And there is a considerable risk that he may not grow up to manhood. The Press makes no reference to the illness, but the news of it that reaches the public through various channels arouses very general concern. There is a spontaneous movement of sympathy for the merry and active boy whose life has been so unexpectedly blighted. He is a high-spirited little fellow fond of games and all kinds of romping. Until lately he was the very picture of health. And the thought of the home in which lingering shadows have been deepened by the illness makes even the careless wonder at the strange, sad ways of life.

Then there is a very urgent practical question. If there is a serious risk that the Grand Duke Alexis may not come to the throne, how is the succession secured? According to the Law of Succession enacted by the Emperor Paul and incorporated in the Fundamental Laws, the succession is in the direct line of descent from the reigning emperor. First of all the eldest son of a reigning emperor inherits, and after him his male issue. Thereafter the second son and his issue. It is only when the elder line ceases that the succession passes to a younger line. Thus if an emperor dies without male issue his brother succeeds him, and the brother's children come into the direct line of succession. After the Grand Duke Alexis, accordingly, the Emperor's brother, the Grand Duke Michael, has the first claim to the throne. But here a difficulty arises. The Grand Duke Michael, who is a light-hearted man, thoroughly averse from all cares of State, is at present in disgrace. He has married the daughter of a Moscow lawyer named Sheremetievsky, and in consequence of family differences on this account he has been given eleven months' leave of absence from his regiment, his property has been placed under ward, and by a special manifesto the decree providing that he should be Regent in the event of the Emperor's decease before the Tsarevitch's coming of age has been cancelled. The Grand Duke Michael's wife is known as the Countess Bruisov, and is not admitted to Court. Since the Emperor's consent was not given to the marriage, it would be considered null and void should the Grand Duke Michael succeed to the throne. It seems exceedingly probable, after all that has happened, that the Emperor's brother may abandon his claim.

There are no other direct descendants of Alexander III., but there are direct descendants of Alexander II. There is his youngest son, Grand Duke Paul Alexandrovich, but he has abandoned his claim and lives abroad. Then there are the sons of the sons of Alexander II. But the sons of the late Grand Duke Vladimir, the Grand Dukes Kirill, Boris, and Andrei, would very probably, for various reasons, not succeed, and the son of the Grand Duke Paul, the young Grand Duke Dimitri Pavlovich, of whose nearness to the Throne a great deal has been said and written, is no longer regarded as a possible heir. There remain the collateral branches of the Imperial Family, but here, too, the difficulties are very considerable. Women, according to a provision inserted in the law by the Emperor Paul as a mark of his personal resentment against his mother, the Empress Catherine, may only succeed to the throne when all the male lines are exhausted. But there is reason to believe that there is the possibility of broadly interpreting this provision so as to facilitate inheritance by female members of the Imperial Family. And this would seem to be a natural way out of the present difficulty, unless some other solution should be forthcoming in the meantime.

UNCERTAINTY IN PEKING.

PRECAUTIONS FOR PUBLIC SAFETY.

The Peking correspondent of the *N.-C. Daily News* cabled on the 2nd inst.:—

The Chinese Government has notified the members of the Diplomatic Corps that, in the interests of local security, it has been decided to examine the baggage of all passengers who arrive by train in Peking. In order that the measure may be effective it is necessary to include the baggage of foreign travellers, and only those will be exempt who belong to the Legations or have passes from Legations.

Presumably this precaution is taken against the entrance to the Capital of persons of evil intention carrying dangerous goods. It is plainly expressed that there is alarm among the authorities lest the assassination of Sung Chiao-jen may provoke reprisals in Peking. The view that the outrage in Shanghai was instigated from the Capital is now openly discussed in all circles, and, while foreigners generally await the production of definite evidence, Southern Chinese interested in the Revolution appear universally to have made up their minds as to where the responsibility lies. An alternative explanation is that there has been a conspiracy to fix the guilt upon the Government.

THREATENED SHIPPING BOYCOTT ON THE YANGTSZE.

A meeting was held at Shanghai last week by Chinese merchants representing various provinces to discuss the proposed increase of freightage charges for cargoes, announced by four leading navigation companies.

Three measures were proposed and adopted to offset the companies' action. It was believed feasible to cease sending cargoes by the Nisshin Kisen, which was said to have been responsible for the proposed increase. Steps would be taken to approach the China Merchants S.N. Company with a request not to join the league and to negotiate with the three other companies already in the league with a view to cancelling the increase.

At the same time the three companies, including Jardine, Matheson & Co. and Butterfield & Swire, would be approached directly by the merchants. Failing these, the merchants considered it wise to establish a new steamship company.

The meeting was held in the Piece Goods Guild and was attended by over 500 influential merchants. It was resolved to discontinue sending goods by the Nisshin Kisen Kaisha steamships beginning on Monday.

GOLF AT UNZEN.

According to the *Nagasaki Press* great preparations are being made at Unzen for the summer season. The Prefectural authorities are erecting a public hall, which will have a billiard room and two lawn tennis courts attached to it, and the hotels are increasing their accommodation. The golf links, which have been laid out by the Prefectural authorities, are not quite in perfect condition; the course is good, only being marred by a few patches from which stones have been removed without new turf being laid down. The greens need considerable attention, a stroke being lost on each owing to the poor state of the grass. The authorities are taking a keen interest in the course and steps will be immediately taken to remedy defects.

FIGHT ON A STEAMER.

CAPTAIN'S WIFE'S RED CROSS WORK ON THE "DRUFAR."

There were exciting doings on the *Drufar*, which arrived at Bangkok from Swatow recently. In addition to a large complement of cargo, reports the *Siam Observer*, she carried the big number of 1,400 deck passengers, hailing from Swatow and Canton. It was evident early in the voyage that these people were not on the friendliest of terms, and matters reached a crisis when one Cantonese left the space on deck which he occupied, and which he considered his own, to find on his return that a Swatow man, attracted by the apparent comfort of his space, promptly promoted himself *locum tenens*. When the rightful owner came back, the intruder stoutly refused to give up the claim he had "jumped," and, after some hot words, the fight began. Its area quickly widened, until the entire fourteen hundred and six were merrily engaged, the most terrific yells filling the air. Fruit, coal and wooden pillows supplied the ammunition for long range fighting, but soon they came to close quarters and knives were drawn.

The captain and officers had been trying to exert a pacifying influence, but the Dove of Peace refused to alight. When the attack with cold steel developed, Captain Bing brought up his artillery and, firing shots in the air from his revolver, attracted the attention of the combatants, and eventually imposed peace. Very many of the combatants were injured and five were stretched on the deck, three having serious wounds. The captain with the officers opened a field hospital, Mrs. Bing becoming its ministering angel. One whole afternoon was devoted to bandaging the wounded. One pitiful case was that of a little baby which had sustained severe injuries to its head. Mrs. Bing made the mite her special charge, and this lady deserves the greatest credit for her pluck and humanity in trying circumstances.

Mr. C. W. C. Parr, of the Federated Malay States service, has been appointed Governor of British North Borneo.

INTIMATIONS

3 CHILDREN HAD ECZEMA ON FACES

Began in Red Places, Spread Rapidly, Broke and Made Raw Sores. Speedily Cured by Cuticura Soap and Ointment. Have Had No Return.

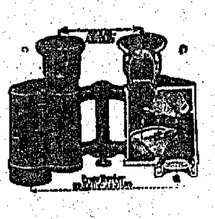
"My three children had an outbreak of sores on their faces. It began with the eldest, thirteen years old. After using a sample tin of Cuticura Ointment for him, by gently applying every night and morning and bathing in warm water, I found the scabby sores began to dry up and fall away, and before I had finished the sample he was completely cured.

"Then I found my other two children, Arthur, twelve years old, and Sybil, nine, had a breaking out on their faces. It began with a red place and then in a few days it broke out in a lot of little mattery places about as large as pin heads which burst out into raw sores. A neighbour told me it was eczema that the children had. It began to spread rapidly. I tried several ointments but they only seemed to make it worse. As their cases seemed more obstinate I got a tablet of Cuticura Soap as well as a tin of Cuticura Ointment and at the end of three weeks all their faces were perfectly clear and smooth, and they have had no return of the complaint since.

"Just after that, Sybil fell and broke the skin of her knee by falling on some rough, gritty stones. I think she would have had a very bad knee but I persevered with Cuticura Soap and Cuticura Ointment which drew all the discharge and dirt out. I have recommended Cuticura Soap and Ointment to several of my friends and shall always keep them by me, for they completely cured my three children of eczema." (Signed) Mrs. R. Edwards, 2, Woodview Cottage, Heywood, Westbury, Wilts., Eng., Aug. 11, 1911.

Cuticura Soap and Ointment are sold throughout the world. A liberal sample of each, with 32-p. book post-free from nearest depot: Potter Drug & Chem. Corp., sole props, Boston, U. S. A.; Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N. S. W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay.

96-12



ZEISS PRISM BINOCULARS

AT HOME PRICES:

16	Power		£10.10.0
12	,,	(new model)	£10.10.0
12	,,		£9.5.0
8	,,		£6.10.0
6	,,	(large field)	£7.10.0
6	,,		£6.0.0
6	,,	(small model)	£5.18.0
3	,,		£5.8.0

To be Obtained from

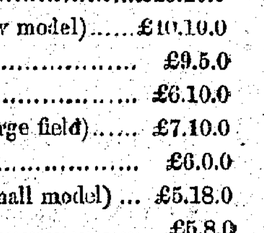
Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

41

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & Co. SCIENTIFIC OPTICIANS. CHATER RD. HONGKONG

48

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

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NEW ADVERTISEMENTS

NOTICE.

THE OFFICERS of the 126 BALUCHISTAN INFANTRY will not hold themselves Responsible for any Debts incurred by, or on behalf of, their Mess Contractor, WONG ON.
Hongkong, 10th April, 1913. [559

WANTED.

OPENING FOR BRITISH YOUTH, to commence in General Business Firm. Apply by letter, stating age, education, etc., to— "X,"
Care of "Daily Press" Office.
Hongkong, 10th April, 1913. [560

KOWLOON-CANTON RAILWAY
(BRITISH SECTION).
NOTICE.

IT IS HEREBY NOTIFIED that commencing on SATURDAY, 12th inst., and each succeeding SATURDAY until further Notice the Train Booked to leave KOWLOON at 2.15 P.M. will leave at 2 P.M. and arrive SHUM CHUN at 2.54 P.M.
By Order,
H. P. WINSLOW,
Manager.
Kowloon, 8th April, 1913. [554

INSTITUTION OF ENGINEERS AND SHIPBUILDERS, HONGKONG

A PAPER will be read by MR. J. MACDONALD (Member) on FRIDAY, 11th April, 1913, in the Institute, at 9.15 P.M.
Subject: "THE LOAD LINE."
Members and their friends are invited to attend.
R. B. WOOD,
Secretary.
Hongkong, 8th April, 1913 [551

AGENTS Wanted supplying Mechanical, Electrical and Public Works, Steamships, Mines, Trams, Motors, Railways, etc. Mechanical necessity. Excellent terms. MILLER, 14, Devonshire Square, London E.C., England. [549

WANTED IMMEDIATELY.

FOR Coast Port, EUROPEAN CLERK, who has a fair knowledge of Shipping and General Office Work. For 3 or 4 months. Liberal terms.
Apply to— "S. K."
Care of "Daily Press" Office.
Hongkong, 8th April, 1913. [550

WANTED.

YOUNG EUROPEAN for Local Mercantile Firm.
Apply to—
No. 123,
Care of "Daily Press" Office.
Hongkong, 7th April, 1913. [544

WANTED.

A PORTUGUESE YOUNG LADY SHORTHAND TYPIST.
Apply to—
"A. B. C.,"
Care of "Daily Press" Office.
Hongkong, 5th April, 1913. [540

TRAMWAY EXTENSION IN HAPPY VALLEY.

I HEREBY GIVE NOTICE, in accordance with Section 7 of the Tramway Ordinance 10 of 1902, of my intention to apply to the Governor-in-Council for power to construct a single line extension of approximately 1,800 feet length in the Wong-nei-chong Road from the end of the existing Tramway adjoining the Race Course grand-stand to a point approximately opposite the North-Eastern Boundary of Inland Lot No. 1927.
J. J. STODART KENNEDY,
General Manager,
THE HONGKONG TRAMWAY CO., LTD.
Hongkong, 4th April, 1913. [536

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Undertaken by Competent and Reliable Note-Takers.
Correspondence and Tabulated Work turned out with Accuracy and despatch.
Contracts arranged. Secretarial duties undertaken.
H. E. VICTOR,
Manager,
10, Queen's Road Central,
(First Floor).
Telephone No. 650.
Hongkong, 3rd March, 1913. [397

PUBLIC COMPANIES

GULA KALUMPONG RUBBER ESTATES, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the above Company will be held at the Registered Offices of the Company in London, and that the TRANSFER BOOKS of the Company will be CLOSED from the 7th to 15th April, 1913, both days inclusive.
By Order of the Directors,
LOWE, BINGHAM & MATTHEWS,
Colonial Register.
Hongkong, 3rd April, 1913. [537

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE BOARD of DIRECTORS having declared 6% DIVIDEND on Preference Shares in payment of arrears, Notice is hereby given that the SHARE TRANSFER BOOKS of the Company will be CLOSED as from 7th April to 15th April, both days inclusive.
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 7th April, 1913. [542

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTIETH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 16th APRIL, 1913, at NOON, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1912, and of declaring Dividends, &c.
The TRANSFER BOOKS of the Society will be CLOSED from the 6th to the 16th April, 1913, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 1st April, 1913. [524

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 16th APRIL, 1913, at 12.15 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1912, and of declaring Dividends, &c.
The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 16th April, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 1st April, 1913. [525

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE No. 7542 issued 30th May, 1910, for Twenty-Five Shares numbered 39786/39790, 7439/7445 and 27026/27038 of this Company, in the name of GABRIEL POULLET OSIER has been LOST, and should the same not be produced before the 10th April, 1913, New Scrip Certificate will be issued to the said GABRIEL POULLET OSIER, and no transactions taking place under the said Scrip Certificate No. 7542 will be recognised by the Company.
W. E. CLARKE,
Secretary.
Hongkong, 11th March, 1913. [443

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 19th APRIL, 1913, at 12.30 P.M., at the Offices of the HONGKONG JOCKEY CLUB, on the Ground Floor of the HONGKONG CLUB ANNEXE, Chater Road.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 5th April, 1913. [541

NOTICE.

THE Firm of KUHN & KOMOR Hongkong (A. KUHN, Proprietor) has been Sold to Messrs. KOMOR & KOMOR, (S. KOMOR, Proprietor), as a going concern, and all Accounts due to the said A. KUHN have been assigned to the said S. KOMOR.
All Accounts owing by the said A. KUHN have to be presented for payment on or before the 10th day of April, 1913. After that date Claims will not be recognised.
The said S. KOMOR will continue THE SALE OF THE STOCK IN QUEEN'S ROAD for a short time; and will continue the Business in Des Vœux Road Central, Alexandra Buildings, under both names KUHN & KOMOR and KOMOR & KOMOR.
ARTHUR KUHN,
SIEGFRIED KOMOR.
Hongkong, 27th March, 1913. [440

GRACA & CO.
PEDDER ST. (Hongkong Hotel Building)
Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.
Just Received
FRESH SUPPLY OF VEGETABLE SEEDS.
[529

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.
45

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

HARDWARE DEPT.

FULL STOCK OF COOKING UTENSILS IN ALUMINIUM, ENAMELLED STEEL, ETC.

THE "WHITE MOUNTAIN"

ICE CREAM FREEZERS

STOCKED IN 10 SIZES. 1 QUART TO 12 QUARTS.



TRIPLE MOTION. MAKES DELICIOUS CREAM IN THREE MINUTES.

TEAKWOOD ICE CHESTS

CONSTRUCTED AND PACKED UNDER OUR PERSONAL SUPERVISION.

THE ONLY ICE CHESTS GIVING COMPLETE SATISFACTION FOR USE IN THIS CLIMATE.

BERKEFELD FILTERS
IN ALL SIZES.

ICE BLANKETS. ICE SHAVES. ETC.

LANE, CRAWFORD & CO.
[46

YOST TYPEWRITERS

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model or Lawyers and Accountants.

pecial Monthly Terms if desired.

MacEWEN, FRICKEL & Co.,
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA,
4, DES VŒUX ROAD, HONGKONG. SHAMEEN, CANTON.
[392

AUCTION

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to Sell by PUBLIC AUCTION,
On MONDAY,
the 14th April, 1913, at 3 P.M., at his Auction Rooms, in Duddell Street,
IN 4 LOTS,
THE VALUABLE LEASEHOLD PROPERTIES
known as
Nos. 3, 4, 5 and 6, PROSPECT PLACE (BONHAM ROAD).
Particulars may be obtained from the Vendors' Solicitors:—
MESSRS. DEACON, LOOKER, DEACON & HARSTON,
or from the Auctioneer.
Hongkong, 4th April, 1913. [539

FOR SALE.

ANTIQUE CHINESE CURIOS AND EMBROIDERIES, the Valuable Collection of a Private Collector, Comprising Chinese Porcelain of the MING AND TOWKING DYNASTIES.
Coloured and Blue and White Vases, Plates, Bowls and Figures; Old Bronzes, Jade Ornaments, Embroidered Mandarin Coats, and hanging Wall Pictures.
Such a Valuable Collection has seldom been in any part of the World.
Purchasers are respectfully requested to call at
FUJII & Co.,
56, QUEEN'S ROAD CENTRAL,
First Floor,
From 10 A.M. till 12 NOON and 2 P.M. till 5 P.M.
Hongkong, 19th March, 1913. [468

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.
Depositors may transfer at their option balance $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager
Hongkong, 1st July, 1911. [19

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

CAPITAL AND SURPLUS ... $7,060,000 equal £1,460,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED
MAIL and TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed
GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 2nd November, 1912. 220

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL £1,200,000
RESERVE FUND... ... ... £1,650,000
RESERVE LIABILITY OF PROPRIETORS... ... ...£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. S. HEWETT,
Acting Manager.
Hongkong, 9th April, 1913. [133

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
STERLING
£1,500,000 at 2/-=$15,000,000
SILVER $17,200,000
$32,200,000
RESERVE LIABILITY OF PROP'TORS $15,000,000

COURT OF DIRECTORS.
HON. MR. C. H. ROSS—Chairman.
S. H. DODWELL, Esq.—Deputy Chairman.

G. Friesland, Esq.	W. L. Pattenden, Esq
C. S. Gubbay, Esq.	J. A. Plummer, Esq.
P. H. Holyoak, Esq.	Hon. Mr. E. Shellim.
G. R. Laurens, Esq.	H. A. Siebs, Esq.
F. Lieb, Esq.	

CHIEF MANAGER:
Hongkong—N. J. STABB.
MANAGER:
Shanghai—A. G. STEPHEN.
LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS,
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
N. J. STABB,
Chief Manager.
Hongkong, 10th April, 1913. [18

THE YOKOHAMA SPECIE BANK LIMITED,

AUTHORISED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 18,200,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at

Antung-Hsien	Liao-Yang	Ryojun (Port Arthur)
Calcutta	London	San Francisco
Bombay	Los Angeles	Shanghai
Changchun	Lyons	Tiehling
Dairen (Dalny)	Nagasaki	Tientsin
Fengtien (Mukden)	Newchwang	Tokyo
Hankow	New York	
Harbin	Osaka	
Honolulu	Pekin	
Kobe		

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.
EISHI ONO,
Manager.
Hongkong, 31st March, 1913. [443

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... ...Yen 10,000,000
Capital Subscribed (paid up) ...Yen 6,250,000
Reserve Fund ... ...Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Swatow	Tainan
Aoping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE,
3, DES VŒUX ROAD.
Interest allowed on Current Accounts. Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [1279

NEDERLANDSCH-INDISCHE HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.
E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Vœux Road Central.
Hongkong, 5th February, 1913. [21

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED " 1,125,000
PAID UP " 562,000
RESERVE FUND 415,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.
BRANCHES:

Bombay,	Kandy.
Calcutta	Galle.
Howrah	Singapore.
Delhi.	Penang.
Madras.	Kota Bahru, Kelantan.
Karachi.	Kuala Lumpur, F.M.S.
Rangoon.	Hongkong.
Colombo.	Shanghai.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., LTD.

BANKERS:
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LTD.
Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
F. C. MACDONALD,
Manager.
Hongkong, 18th March, 1913. [909

TO LET

TO LET.

SHOP, No. 12, Queen's Road Central.
OFFICES, Nos. 12 and 14, Queen's Road Central.
No. 5, STEWART TERRACE, PEAK.
Apply to—
M. J. D. STEPHENS.
Hongkong, 28th March, 1913. [510

TO LET.

OFFICES in Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 9th April, 1913. [555

TO LET.

A HOUSE in KNUTSFORD TERRACE.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 28th March, 1913. [506

TO LET.

NO. 27, ROBINSON ROAD. SIX ROOMS, with Outhouse, Commanding a Fine View of the Harbour.
Apply to—
F. X. D'ALMADA E CASTRO,
33, Queen's Road Central.
Hongkong, 16th January, 1913. [204

TO LET FURNISHED.

"GALESEND," 108B, THE PEAK, 6 ROOMS. For 4 months from 1st May.
Apply— C. H. GALE.
Hongkong, 7th April, 1913. [545

TO LET.

NOS. 38 and 40, QUEEN'S ROAD CENTRAL, 1st Floor, from 1st April next. Suitable for an Office. Central locality.
Apply—
H. RUTTONJEE & SON.
Hongkong, 27th March, 1913. [502

TO LET.

LARGE SUBSTANTIALLY-BUILT GODOWN, situated on Water Front, East Point.
For further particulars apply Property Office,
JARDINE, MATHESON & Co., LTD
Hongkong, 15th August, 1912. [67

TO LET.

FLATS, "WILD DELL," No. 147, Wanchai Road, Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants Quarters. Quiet Locality.
No. 11, SEYMOUR ROAD.
Apply to—
TSANG KIT-FAN,
Compradore Department,
HONGKONG & SHANGHAI BANKING CORPORATION.
Hongkong, 1st April, 1913. [522

TO LET.
From 1st February, 1913.

UNFURNISHED, 6, Mountain View, Peak, containing SIX ROOMS.
Apply—
W. R. LOXLEY & Co.,
York Buildings, Chater Road.
Hongkong, 17th December, 1912. [72

TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET, ONE-ROOMED OFFICE.
Apply Property Office,
JARDINE, MATHESON & Co., LTD.
Hongkong, 23rd May, 1912. [65

TO LET.

NO. 2, WEST END TERRACE, Shameen. From 1st May, 1913.
153, PRAYA EAST, GODOWN.
FOR SALE or TO LET.
Unfurnished, a HOUSE at The Peak
Apply—
THE HONGKONG LAND INVEST-MENT AND AGENCY Co., LTD.
Hongkong, 1st April, 1913 [65

TO LET.

NO. 21, SHELLEY STREET.
No. 35, CONDUIT ROAD, 6 ROOMS Unfurnished, Electric Light, from 1st May, 1913.
The "EYRIE," No. 13, Peak, To Let Furnished.
"LYEEMUN," Barker Road, No. 134, Peak, To Let Furnished or Unfurnished to 30th November, 1913. 6 ROOMS.
"CRAIG EYRIE," No. 4, The Peak, To Let. 8 ROOMS; Tennis and Croquet Lawns; Fine Situation.
No. 119D, THE PEAK, Furnished, from Middle of April until end of October, 1913. FOUR BEDROOMS, Tennis Court and Garden.
3, DES VŒUX VILLAS, No. 52, PEAK, 5 ROOMS.
From 1st February, 1913, MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS. To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS, from 1st March, 1913.
For Sale. "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 2nd April, 1913. 64

TO LET.

"BREEZY VILLA," No. 2, Park Road, 4-Roomed Bungalow with Tennis Court. Commands splendid View of Harbour. For Rent, etc., please apply to—
YAP HOK LING,
No. 4, Ripon Terrace.
Hongkong, 28th March, 1913 [507

TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS, with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English coking Range and Hot Water Boiler. Electric Light throughout. Ready for occupation about Middle March. ALSO
NEW FIVE-ROOMED SEMI-DETACHED and TERRACE HOUSES with Tennis Courts. Possession about Middle March.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 12th February, 1913. [306

TO LET.

SHOP in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., LTD.,
Alexandra Buildings.
Hongkong, 27th November, 1912. [56

ENTERTAINMENT

BIJOU

9.15 P.M.—PROGRAMME—9.15 P.M.

LATEST PHOTO-PLAYS

THE BITER-BIT (American Comic).
THE VISION-GLORIOUS (Comic by Prince).
LOVE AND BOXING (By Max Linder).
THE AMATEUR POISONER (Comic).

NEWS OF THE DAY.

MISS CECILE STEPHANO
(a) "Take me back to th. Garden of Love."
(b) "My Eastern Dreamland."
(Specially Written by a Local Amateur.)

MISS VIOLET BONETTA
(a) "Come up Some Rainy Afternoon."
(b) "Hands Up!"

7.15 P.M.—PICTURES ONLY—7.15 P.M.

Hongkong, 9th April, 1913. [61

CHEESE

WE beg to inform our Customers that we have received a New Shipment of our well-known CANADIAN STILTON CHEESE.

THE

DAIRY FARM CO., LTD.

28

JUST UNPACKED.

A Splendid Assortment of the following Latest Novelties:

Up-to-date Styles Ladies' Side and Back Combs, Slides and Barrettes, Dressing and Scarf Combs and Fancy Combs.

The "Corverall" Invisible Fringe Nets.

Finest Quality Real Human Hair—Indispensable to the Present Style of Hair Dressing.

Light Brown, Mid Brown and Dark Brown

HOOSAIN ALI & Co.
No. 14, Queen's Road Central
Hongkong, 21st February, 1912. [45

MARTIN'S ZODIAC PILLS

MARTIN'S ZODIAC PILLS

82

FOR NERVOUS EXHAUSTION

LOSS of MEMORY and DEBILITY and to feed the NERVES

CHAPOTEAUT'S
PHOSPHO-GLYCERATE OF LIME
It increases vital energy and nerve force, cures *Neurasthenia, Dyspepsia, Insomnia,* and *nervous diseases* in adults and children.
IN CAPSULES, IN WINE, AND IN SYRUP

1341

THE NEW FRENCH REMEDY. No' No2 No3
THERAPION price 2/9 leading Chemists, cures BLOOD POISON, KIDNEY, BLADDER, ORDINARY DISEASES, DISCHARGES, WEAKNESS, PILES. SEND STAMP ADDRESS ENVELOPE FOR FREE BOOKLET TO DR. LE CLERC MED. CO, HAVERSTOCK RD, HAMPSTEAD, LONDON, ENG. PARIS DEPOT: 12, RUE CASTIGLIONE. A CURE FOR YOU
NEW YORK DEPOT: 70, BEEKMAN ST. THE NEW DISEASE (TASTELESS) FORM OF EASY TO TAKE
THERAPION SAFE AND LASTING CURE. 175
SEE THAT TRADE MARKED WORD "THERAPION" IS ON GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.

NOW ON SALE
AT THE
HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG
OR
WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

SCIENTIFIC MISCELLANY.

ATOMIC DISINTEGRATION RECORDED BY ROCKS.

"Halo" is the name somewhat curiously given to some mystifying spots that have been long noticed by petrologists in biotite and certain other iron-containing minerals. Describing these spots recently at the University of Birmingham, J. Joly showed that they are darkened spheres, very numerous in some rocks, and always very minute—about 1-600 to 1-750 of an inch in diameter in biotite, the dark brown mica, but of different size in other minerals. Each sphere proves to have a nucleus, which is usually a crystal of zircon. This mineral contains more than the average amount of radium, and as the size of the spheres agrees with the theory, it is concluded that the spots are a result of radioactivity. The alpha ray, or helium atom, is projected at a rate varying according to its source—though perhaps 12,000 or 15,000 miles a second. The length of its path in different substances depends on the atoms encountered, and the length calculated for biotite is the same as the radius of one of the halo-spheres. Halos are produced by other rays, their sizes being different. No halo-spheres are known in recent rocks, and there is evidence that they have formed with incredible slowness, a halo in Devonian granite—perhaps 50,000,000 years old—appearing to have had a formation rate of one ray per year! All halos seem to have resulted from rays of the uranium and thorium families. A striking fact brought out is the stability of the common elements from the earliest geologic time, as atomic change seems to have been confined to these small spots or halos of rare elements.

A DISPLAY OF NATURAL LOCOMOTION.

A special exhibit illustrating animal locomotion appears in the Horniman Museum, London, and shows adaptations to swimming, creeping, burrowing, running, leaping, parachuting, and flying. A handbook has been compiled to explain these adaptations.

ANTI-TYPHOID IN CHILDREN.

Anti-typhoid vaccinations of 359 children of two to sixteen years have been reported by an American physician, no harmful effects having occurred, and no typhoid, in the three years covered. Revaccination about once in three years is advised.

DISTANT ELECTRIC CONTROL.

A novel system of controlling electric currents at a distance depends upon imposing on high-tension alternating currents a ripple of low-tension current of different frequency. From a London central station is sent out alternating current at 2,000 volts and 50 periods, which is transformed down and supplied to consumers at 100 volts, and a trial apparatus adds to the high-tension circuit a ripple of alternating current at 100 volts and a frequency of 200, which enters the supply circuit as a current of five volts. The ripple is generated by a small high frequency alternator, in series with the main generators. It does not affect the lamps, but it acts upon a special compensated resonance relay, which responds with certainty to five volts at a frequency of 200, but is not influenced by 100 volts at a frequency of 50. The relays, however, can be wound to respond to different frequencies, so that several can be used for various purposes on the same line. The central station engineer is thus given a considerable possible variety of distant control, and may be enabled, for instance, to cut transformers in and out, switch off high-power arc lamps for smaller ones, switch off shop lamps at a specified time, and so on. In the London tests the ripple is effective over a high-tension circuit of 11 miles.

WIRES AS A BAROMETER.

A new theory of the singing of telegraph wires has been offered by Prof. Field, of the University of Ottawa. No explanation yet given seems to have been perfectly satisfactory, and the suggestion is now made that the sounds represent minute earth vibrations, which are transmitted to the wires through the poles. These vibrations depend largely on varying air pressure. The song of the wires, therefore, may give good barometric signals, a sharp sound indicating that a change is close at hand, while a low humming shows that present conditions may continue a day or perhaps two.

DRY CONCRETE FLOORS.

Concrete has been rejected for certain foundry floors, as it is porous and absorbs moisture, so that molten iron cannot rest on it. Experiments have shown a remedy, and by adding one part of iron borings to eight parts of cement, sand and gravel, a floor is made that is said to be impervious to moisture and perfectly safe for metal works.

CONCRETE BUOYS.

Bouys of reinforced concrete built for Kingston, Jamaica, weigh each about five tons, carry about one ton of ballast, and are said to cost a little less than half as much as steel buoys of the same size. The buoys are cylindrical in shape, with the bottom concaved to give protection to the mooring-chain eye-bolt. The sides have curved horizontal ribs, with bottom reinforcing bars built up inside the shell, and waterproof cement on the outside and inside builds up the total thickness of the sides to three inches. The top is a solid slab, with reinforcement extended down the side. A temporary manhole serves for removing the interior centering and for convenience in lowering, but its cover is sealed in place when the work is finished. As water sometimes leaks in during the first few days a buoy is in use, a pump-hole with brass screw-cap is provided.

HEAT OF STARS.

The temperatures of seventy stars have been calculated by Dr. H. Rosenberg, a German astronomer, from comparisons of the differences of intensity in different portions of the sun's spectrum. One star, Gamma Pegasi, seems to have the inconceivable heat of more than 400,000deg. C. The next is much cooler, Gamma Cassiopeiae at 50,000deg.; but this is vastly hotter than Alpha Tauri, the coolest, at 2,150deg. By the same scale of computation, the temperature of our sun is found to be 4,950deg. The hottest stars are the helium stars and those showing bright hydrogen lines in their spectra.

BREAD MEAL.

From the table refuse of Germany's cities of more than 200,000 inhabitants—a total population of 9,000,000—M. Hansen would get a new food for farm stock worth $2,500,000 a year. In Charlottenburg the food remains are kept separate from other waste, and are collected daily for a special factory, where they are freed from valueless matter, ground, pressed, dried, and converted into so-called "bread meal." In a test of more than three months, this meal gave good results as a food for milch cows. It has considerable nutritive value, but the large amount of bones in table waste gives it a high proportion of ash.

LITTLE STORIES OF THE DAY.

THE OTHER WAY ABOUT.

The new minister's nationality (writes a *Manchester Guardian* correspondent) may be inferred from the following remarks delivered at a committee meeting of the Literary Society:—"Before the secretary reads the minutes," said the Rev——, "I want to say a word about certain rumours I have heard about this committee. It is reported that one half do the work, while the other half sit still and do nothing. Now, in my experience, it's just the other way about!"

"WHO ARE YOU SHOVING?"

Audiences are put in a good humour in all sorts of ways (writes Mr. Spencer Leigh Hughes, M.P., in "The Art of Public Speaking," just published). On one occasion I was present when Mr. John Morley addressed a very large and overcrowded meeting, and when he rose there was much disturbance at the back, not because of hostility to the speaker, but because men's ribs were being crushed almost to breaking point. At last the disturbance ceased, and, as often happens on such occasions, a dead silence suddenly fell on the expectant crowd. Mr. Morley had just uttered the words, "Mr. Chairman," when in a tone of anguish and rage a voice could be heard snapping out, "Who the h—— are you shoving?" and the place rocked with laughter, while even the scholarly and distinguished man on the platform could not forbear to smile. Then the meeting settled down in a most friendly spirit.

WIT.

I have written once or twice recently, says the London correspondent of the *Glasgow News*, about the Imperial Institute, where no living man has yet seen a "House Full" intimation or observed a queue: and this reaches me from a London Scot:—

The other day a man of the sight-seeing class approached the turnstiles. "See here," he said to the uniformed attendant, "I want to go in." "Funny, ain't you?" remarked the attendant, who took no further notice.

CHESS CHAMPIONSHIP STORY.

For thirty years the late William Steinitz beat every player who ventured to oppose him, and was at last beaten by a more youth. I had prophesied that his hour had come (writes Robert J. Buckle in the "Chess Amateur"), and at Hastings the moment he saw me he rushed in with a red-hot attack. "How dare you say Lasker would beat me?" he almost screamed, in response to my outstretched hand and attempt at a smile of welcome. Lasker had actually beaten him, as I had foretold. The crowd looked on for a row. We were in the dining-room of the Queen's—a score of masters present. I took his arm and led him outside. "You had no right to say it," he cried, "and I demand an explanation." He continued to protest until we had reached a quiet corner. "Why did you say it—why did you say it?" he repeated shrilly. I waited till he had blown off steam. Then: "Because you were sixty," I said. That softened him. He examined me with his innocent blue eyes. "A man of twenty-two," I continued, "after a hard day's play is fresh next morning. A man of sixty-two is still brain-fagged. You were giving the odds of forty years. It was too much!"

WM. POWELL, LTD.

TELEPHONE 346.

TAILORS and OUTFITTERS

EVERYTHING FOR GENTLEMEN'S WEAR.

CHOICE SUMMER MATERIALS now showing in our TAILORING DEPARTMENT.

FIT AND STYLE GUARANTEED.

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WILLIAM POWELL, LTD.

366

PASSENGERS.

ARRIVED.

Per *Haiching*, from Swatow, Mr. Grant and Mr. Pezzini.

Per *Seang Bee*, from Singapore, Miss Adamson and Miss Wood.

DEPARTED.

Per *Yuwata Maru*, for Australia, etc., Miss Sutherland, Mr. V. Lopez Lebredo, Mr. J. R. Duff, Mr. F. K. Stearns, Mr. E. A. Dike, Mr. M. Matsuoka, Mr. J. Burton, Miss Souter, Mr. Souter, Dr. O. Leary, Mrs. Z. G. Dunn, Mr. B. Jackson, Mr. R. Hamilton, Mr. Wells, Prof. Norwood, Mr. T. C. Montgomery, Mrs. Bielby and 4 children and Mr. Yoshicka.

Per *Kitano Maru*, for London, etc., Mr. L. M. White, Miss Gibbs, Miss I. H. Gunther, Miss Denny, Mr. A. J. Hadley, Mr. R. S. Mathews, Mr. R. Sawara, Mr. and Mrs. P. L. Spence and 2 children, Mr. and Mrs. Wakeford Cox, Misses Wakeford Cox (2), Mr. H. Beisner, Mr. A. Findlay Smith, Capt. and Mrs. Unsworth, Mr. and Mrs. Morley, Mrs. E. Coutts and 2 children, Mr. and Mrs. Schellenberg and 2 children, Mr. N. Shutt, Major Yamaguchi, Major Tada, Prof. Chiba, Mr. Kawada, Mr. J. M. C. Galletley, Mr. R. E. O. Bird, Mr. T. Fisher, Mr. Kitching, Mr. and Mrs. Sidebottom, 2 children and nurse, Miss Farrow, Mrs. Farrow, Mrs. L. Tennant, Mrs. L. F. Reynold, Messrs. T. Tayohera, U. Imotani, K. Kamada, M. Yamada, Miss A. J. Peterson, Mrs. H. Tanaga, Mrs. T. Sano and Miss I. Sano.

Per *Nikko Maru*, for Japan, Mr. and Mrs. King, Mr. and Mrs. Probert, Miss Rooks, Mr. and Mrs. Mitchell, Misses Mitchell (2), Mr. and Mrs. Bruce, Misses de Ravin (2), Lockington Rimmington, Mrs. Rimmington, Miss Waters, Miss Terry, Miss Donohue, Mrs. Donohue, Mrs. Darvall, Miss Darvall, Mr. and Mrs. Ackman, Mr. and Mrs. Taylor, Mr. Wallies, Mr. Mylieu, Mr. and Mrs. Ross, Mrs. Combe, Miss Coombe, Mr. and Mrs. Pinder, Mrs. Johnston, Miss Terry, Mrs. Barr, Miss Barker, Mr. Lawrence, Mr. and Mrs. Putnam, Mr. Sumpton, Mr. Derling, Mr. Tamaki, Mrs. Tamaki and 2 children, Mrs. Banks, Miss Kerr, Mr. Barr, Mr. Thomas, Mr. Pinn, Mr. Coote, Mrs. Lawrence, Miss Lawrence, Consul-General M. Saito, Col. Keyetou, Mr. H. Mathias, Master Mathias, Mr. and Mrs. Taylor, Mr. Coulter, Miss Oettli, Miss Carlton, Mrs. Sefton, Mr. Kuwayagi, Mr. Sawamatsu, Mr. Komiyama, Mr. T. Morita and Mr. Gosbell.

TO DEPART.

Per *Tango Maru*, for Japan, Lieut. T. Yamagata, Madame Hagelstam, Mr. L. Suzuki, Mr. K. Mishiro, Mr. and Mrs. Osawa, Major and Mrs. Harvey, 2 children and nurse, Miss J. B. Allin, Miss P. A. Laid, Mr. Barley, Mr. Baillie, Mr. Campbell, Mrs. Schutte, Col. and Mrs. Oiden, Miss Wood, Miss Adamson, Col. Burr, Mrs. Richards, Capt. and Mrs. Lambton, infant and amah, Mr. and Mrs. Tenkate, Mr. and Mrs. C. G. Cunningham, Miss Cunningham, Mrs. Sugimoto, Mrs. Kurata and child, Mrs. Hayashida, Messrs. K. Yamamoto, S. Hashimoto, J. Ito, M. Abe, T. Okamoto, K. Miyai and Akuzaida.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "NILE,"

Arrived Hongkong on 3rd April, 1913, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 3rd April, 1913. [1

FROM EUROPE.

THE H.A.L. Chartered Steamship "BOYNE,"

Captain G. E. Dale, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Göteborg" from Göteborg.
Ex s.s. "Lisbon" from Porto.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 5th April, 1913. [545

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship "FLINTSHIRE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 14th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 8th April, 1913. [49

NOTICE TO CONSIGNEES.

S.S. "PERSIA,"

FROM SAN FRANCISCO VIA JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of Cargo from the Company's Godown. Cargo will be landed immediately at Consignees' risk on arrival of Steamer.

Cargo remaining undelivered THURSDAY, 11th April, at NOON, will be subject to landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown MONDAY, 14th April, at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 8th May, otherwise they will not be recognized.

FRED. J. HALTON
Agent.

Hongkong, 8th April, 1913 [30

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "CITY OF BARODA,"

Captain W. Haughton, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 12th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 5th April, 1913. [547

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 1 P.M. of the 10th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 8th April, 1913. [60

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship "GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 7th April, 1913. [60

S.S. "AMAZONE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medoc," from Havre ex s.s. "Basque" and from Bordeaux ex s.s. "Ville d'Arras" and "Ville de Valenciennes," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 14th inst. at NOON will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 17th inst., or they will not be recognized.

All damaged packages will be examined on the 14th inst., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 7th April, 1913. [2

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "LOTHIAN."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LTD.,
Agents.

Hongkong, 8th April, 1913. [556

PRINTING

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A SOCIAL AND POLITICAL OF NOVEL ABSORBING INTEREST,

By CHAS. J. HALCOMBE
Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 641 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REINNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

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The Wine Merchants of the East

NAPIER - - JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
OLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.
[74

SHIPPING IN PORT.

STEAMERS.

AUSTRIA, Austrian str., 7,767, M. Cornlich, 8th April—Kobe 1st April, General.—Sander, Wieler & Co.

ARRATOON APCAR, British str., 2,931, J. Walker, 7th April—Singapore 1st April, General.—David Sassoon & Co.

CHINHUA, British str., 1,350, Benson, 6th April—Shanghai 3rd April, General—Butterfield & Swire.

COLUMBIA, American str., 549, J. H. Bond, 4th April—Singapore 28th March, Nil.—Order.

COMBE, British str., W. Lawrence, 3rd April—Miike 28th March, Coal.—Mitsui Bussan Kaisha.

COQUET, British str., 2,865, Wm. Sutherland, 7th April—Newport 18th February, Coal.—Dodwell & Co.

DERWENT, British str., 1,562, Jenkins, 6th April—Saigon 2nd. April, Rice and Meal.—Chinese.

DRUFAR, Norwegian str., 1,102, J. Bing, 5th April—Bangkok 29th March, General.—Chinese.

EASTERN, British str., 3,600, E. Simpson-Baikie, 7th April — Sydney 14th March, General.—Gibb, Livingston & Co.

FOOCHOW, British str., 1,994, G. Spink 7th April—Saigon 3rd April, Meal and Rice.—Butterfield & Swire.

GREGORY APCAR, British str., 2,907, J. E. Drake, 7th April—Moji 2nd April, Coal.—David Sassoon & Co.

HANGSANG, British str., 1,356, S. Wilde, 4th April—Shanghai 30th March, General.—Jardine, Matheson & Co.

HANOI, French str., 706, Chavilier, 3rd April—Haiphong 31st March, General.—A. R. Marty.

HUE, French str., 769, Cornelinsen, 6th April—Haiphong 4th April, General.—A. R. Marty.

HUICHOW, British str., 1,271, G. Hooker, 4th April—Tientsin 29th March, General.—Butterfield & Swire.

INDIEN, German str., 2,600, C. van Deurs, 31st March—Copenhagen 29th January, General.—Melchers & Co.

JOHANNE, German str., 952, H. Ipland, 4th April—Saigon 31st March, Rice.—Jebsen & Co.

KATHE, German str., 1,209, H. Frandsen, 6th April—Guaymas 28th February, Nil.—Order.

KIANG PING, Chinese str., 1,222, U Udden, 4th April—Chinkiang 28th March, General.—Chinese.

KOHSICHANG, German str., 1,292, August Roscher, 7th April—Bangkok 31st March, Rice and Teakwood.—Butterfield & Swire.

KUMCHOW, British str., 1,450, Martin, 2nd April—Saigon 28th March, Rice and General.—Chinese.

KUMSANG, British str., 2,077, F. Wheeler, 3rd April—Moji 29th March, Coal.—Jardine, Matheson & Co.

KWONGSANG, British str., 1,428, W. F Bichard, 7th April—Shanghai 2nd April, General.—Jardine, Matheson & Co.

LOONGSANG, British str., 1,373, Leask, 8th April—Manila 5th April, General.—Jardine, Matheson & Co.

MISUMI MARU, Japanese str., Yuchikoshi, 5th April—Kwang Yen 1st April, Cement Stone.—A. Bune & Co.

PERSIA, British str., 2,744, J. Hill, 8th April—San Francisco 8th March, Mails and General.—Pacific Mail S.S. Co.

PITSANULOK, German str., 1,264, D. Reimers, 4th April—Bangkok 29th March, Rice and General.—Butterfield & Swire.

SALAHADJ, Dutch str., D. Hansen, 31st March—Tarakan 25th March, Bulk Oil.—Asiatic Petroleum Co.

TANGO MARU, Japanese str., 7,463, K Kawara, 8th April—Singapore 3rd April, General. — Nippon Yusen Kaisha.

PASSED THE CANAL.

March 18th — *Glenturret, Oanfa, Sardinia, Tango Maru.* 25th—*Bulow, Himalaya, Indrawadi, Machaon, Palawan, Stentor, Atreus, Ville de la Ciotat. Benmohr.* 29th—*Achilles, Ajax, Atsuto Maru, China, Derfflinger, Indramayo, Kamo Maru, Polynesien, Wray Castle.* April 1st — *Bellerophon, Bendoran, Somali, Alesia, Demodocus.* 4th—*Bohemia, Ping Suey, Sumatra, Yunnan, Indrakuala, Paul Lecat.* 8th—*Benledi, Cathay, Sicilia, Teucer, Africa, Preussen.*

ARRIVALS AT HOME.

April 8th—*Paul Lecat.*

A STATE BANK FOR INDIA

GROUNDS FOR THE PROPOSAL.

(BY A CORRESPONDENT IN "THE TIMES.")

The pending expert inquiry into the management of Indian currency is certain to have its attention directed to the proposal to equip India with a State Bank with functions analogous to those of the Bank of England, and it is desirable to indicate the grounds upon which this development is advocated. Although the question of banking facilities was not specifically referred to the Fowler Committee in 1898, it transpired that eminent financiers, such as Lord Rothschild, Mr. Alfred de Rothschild, and Mr. (now Sir Everard) Hambro were of opinion that the best method of maintaining the gold standard and also of meeting the demand for increased credit lay in the establishment of a State Bank. The matter was discussed in India, but, in the words of the official *Imperial Gazetteer* (Vol. IV., 1907), "the Government reluctantly came to the conclusion that the circumstances were for the time being unfavourable to the policy." In the last 15 years those circumstances have in large measure disappeared, and with the enormous development of trade and the attainment of fixity of exchange, the time is ripe, as Sir Edward Holden recently pointed out, for the proposal to be revived and fully considered.

THE PRESIDENCY BANKS.

The question closely affects the three Presidency Banks of Calcutta, Madras, and Bombay—so closely, indeed, that this was the main obstacle to materialization of the project in 1898-99. The Government keeps a portion of its headquarters balances in these joint-stock banks, and there are reciprocal statutory obligations between them and the State which must be modified or disappear if an all-India institution is created. Obviously the first step would be the consolidation of these banks as the nucleus of the new organization. They are survivals of the not very distant times when India, like Roman Gaul, was divided into three parts, consisting of three isolated divisions—Madras, Bombay, and the rest of India—with separate armies, and very poor and inadequate communications. Physical conditions rendered inevitable the separation of these provinces from each other. This isolation has long since disappeared—and in no respect more markedly than that of both external and internal trade. But the Presidency banks remain inadequately capitalized and strictly compartmented; and they are incapable of attaining that full development which would be possible if all parts of the country were open to them. They are also debarred by law from raising money in the English market; but obviously a central institution with substantial capital should be allowed, under the supervision of the India Office, to have an agency in London to transact ordinary business, especially business connected with the maintenance of the gold standard.

INCREASED CREDIT FACILITIES.

There can be no question that a State Bank would have a most salutary effect in securing the confidence of the people with money to invest. India suffers from a vast amount of infructuous capital, which a State Bank would be likely to draw forth in the form of shares or deposits. Hitherto the investment of money by deposit in banks has been on a much smaller scale than it ought to be; but when one looks back upon the failures of numerous more or less unsound banks started in India during the last half-century the reason is not far to seek. The Fowler Committee reported that banking facilities had not kept pace with the increasing trade, and this is much more the case to-day. Another great advantage would be a far better utilization of the capital of the concern than is possible in the case of the three Presidency Banks under existing limitations. The central institution would have branches in every part of India, and would be able to let the capital flow in the directions where it was most needed. The facilities it would have for financing trade would go far to eliminate the sharp seasonal divergencies between discount rates in India, where they range in the course of a year from 3 per cent. to 8 or 9 per cent.; and the adequate capital at disposal would tend materially to bring about a lower average level. The proposition was originally made by eminent City authorities, who saw their way to employ funds for this purpose (Mr. Alfred de Rothschild specifically proposing a capital of 14 millions sterling), and the conditions, with fixity of exchange long since assured, are now even more favourable for raising all the money required.

RELATIONS WITH THE GOVERNMENT.

Like the Bank of England, the institution would no doubt be entrusted with the management of the paper currency. As Sir Everard Hambro said in his note to the report of the Fowler Committee, a State Bank would be likely to carry out such work in a manner more in harmony with the trade wants of the country than any Government department, however well administered. Mr. Alfred de Rothschild told the Committee that the detailed working of a managed currency "requires a technical skill and adaptability which can hardly be looked for in a Government department." The business facilities the Bank, with its many branches, would offer would have the effect of greatly expanding the use of paper currency, which under purely official management has not increased in anything like the proportion that ought to be the case considering the growth of education, trade, and industry, and the large circulation of capital in recent years.

One of the difficulties of the Government is that the Presidency Banks are not sufficiently capitalized to be useful to the Treasury in times of temporary need, as the Bank of England is here. The contrary is, in fact, the case, the Government being looked to to help these institutions. Many years ago it was the custom to keep the whole of the Treasury balances at the Presidency towns in these banks; but, to quote an official statement in the *Imperial Gazetteer*, "experience showed that this practice was dangerous, because it might, and did on one occasion, so happen that the Government could not withdraw funds of its own which it needed without seriously disturbing the money market." Given a State Bank, with large capital and plenty of resources, the Government could again keep its headquarters balances in bank custody without any apprehension of monetary disturbances in consequence of withdrawals, and, on the other hand, it would be able to depend upon the Bank to advance money if the needs of the State momentarily required the assistance. In this connection it may be pointed out that instead of being a rival to existing banks, the central institution would serve the same purpose in India as the Bank of England serves to other banks here, as a feeder and a supporter.

Finally, there can be no question that the Bank would be useful in helping to maintain the gold standard, by contributing to the flow of gold and silver as wanted between England and India. The Fowler Committee based its proposals on the principle of the free inflow and outflow of gold, remarking that it was in many ways as important that money should be able to flow out without depreciation when no longer in relative demand as that it should flow in when required. Hitherto the inflow has not been accompanied by an outflow, but a State Bank would be the most effective instrument for securing to India the advantage of responsiveness to international conditions.

WEATHER REPORT.

On the 9th at 11.30 a.m.—Pressure has increased in all districts moderately over S. Manchuria, E. and S. China, and Japan, and slightly elsewhere.

The depression which was central over the Eastern Sea yesterday has moved to the east of the Loochoos.

The southern depression now stretches from the Annam coast to the south-west of Pratas.

Fresh to moderate N.E. winds are indicated along the E. coast of China, and variable winds with squally weather over the northern portion of the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.42 inches.

The forecast for the 24 hours ending at noon to-day is as follows;

DISTRICT	FORECAST.
* Hongkong & Neighbourhood	
Formosa Channel	Northerly gale.
South coast of China between Hongkong and Lamocks.	North winds, fresh.
South coast of China between Hongkong and Hainan	N.W. winds, fresh.

* N. to N.W. winds, fresh to moderate; probably some rain.

CHINA COAST METEOROLOGICAL REGISTER.

9TH APRIL, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Vl'ostock	7 a.	30 26	32	90	—	0	o
Nemuro	6 a.	29.97	—	—	NW	2	—
Hakodate	„	30 09	—	—	—	0	—
Tokio	„	30 02	—	—	NE	2	—
Kochi	„	29 93	—	—	N	1	—
Nagasaki	„	29.99	—	—	NE	3	—
Kagoshima	„	29.94	—	—	N	2	—
Oshima	„	29 89	—	—	N	1	—
Naha	„	29.93	—	—	NW	3	—
Ishi'jma	„	29.95	—	—	N	2	—
Bonin Is.	„	—	—	—	—	—	—
Chefoo	„	—	—	—	—	—	—
Weihaiwei	„	30.26	39	73	NNW	5	b
Hankow	„	—	—	—	—	—	—
Ichang	„	—	—	—	—	—	—
Kiukiang	„	—	—	—	—	—	—
Changsha	„	—	—	—	—	—	—
Shanghai	„	30 24	42	—	NNW	1	o
Gutzlaff	„	30. 2	44	—	N	4	om
Sharp Peak	7 a.	30.15	57	—	E	1	o
Amoy	6 a.	30 08	57	87	ENE	4	o
Swatow	„	30 03	60	94	NE	2	o
Taihoku	5 a.	30.06	—	—	E	6	—
Taichu	„	29.96	—	—	NE	4	—
Tainan	„	29.97	—	—	N	6	—
Koshun	„	29.94	—	—	E	2	—
Pescadores	„	29 97	—	—	NE	10	—
Canton	9 a.	30.00	53	93	NW	2	or
Hongkong	6 a.	29.92	65	93	N	1	od
Gap Rock	„	29 89	—	—	NNW	4	o
Macao	„	29.90	60	—	N	2	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	„	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Phulien	6 a.	29.98	63	—	WNW	3	lt
Tourane	„	29.79	77	—	SW	4	dh
C. St. James	„	29.83	77	—	—	0	o
Aparri	„	29.90	75	—	W	1	b
Manila	„	29.91	72	—	ENE	1	b
Legaspi	„	29.91	79	—	NE	1	b
Bacolod	9 a.	29.91	84	—	NW	2	b
Iloilo	„	—	—	—	NW	1	b
Cebu	„	29.91	85	—	E	1	b
Labuan	„	29 90	83	—	—	—	—

T. F. CLAXTON, *Director.*
Hongkong, Observatory, 9th April, 1913.

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2 TEMPERATURE, in the shade, in degrees Fahrenheit.
3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4 DIRECTION OF WIND, to two points.
5 FORCE OF WIND, according to Beaufort Scale.
6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet)
7 RAIN in inches, tenths and hundredths

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 9th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29 84	29.92	29.96
Temperature	80	65	63
Humidity	76	93	89
Wind Direction	West	North	East
„ Force	1	1	2
Weather	c	od	o
Rain	—	0.42	—

Highest open air Temperature on 8th .. 82
Lowest open air Temperature on 8th ..69

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Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. W. H. Darwall, Canton.
Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Commr. Hugh P. E. T. Williams, Shanghai.
Cherub, water tank and tug, 390 tons, i.h.p., 340, Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p., 1,400, Comdr, Mackenzie, D.S.O., en route to Singapore.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt.-Comdr. Wilkinson, Hongkong.
Flora 4,360 tons, 9,000 f.d., 12 guns, Capt. Charles F. Charles F. Corbett, M. V. O., Hongkong.
Hampshire, 10, 850 tons, 21,000 f.d., 14 guns Captain Marcus Rowley Hill, Hongkong.
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, C.S.I., Weihaiwei.
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Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Hongkong.
Minotaur, armoured cruiser (flagship Vice-Admiral T. H. Jerram, C. B., i.h.p. 27,000, Capt. E. B. Kiddle, Hongkong.
Monmouth, armoured cruiser, 9,800 tons, i.h.p., 22,000, Capt. B. H. F. Barttelot, M.V.O., Hongkong.
Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr Allen Dixon, West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 f.d., Captain George P. E. Hunt, D.S.O., Shanghai.
Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Malcolm Murray, R.N., Yangtsze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Chambers, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt.-Comdr. E. J. G. Mackinnon Canton.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Heetwood-Nash, Hongkong.
Rosario, depot ship for Submarines, 980 tons, i.h.p. 1,400, Lt.-Commr. N. E. Archdale, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton, Hongkong.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtse.
Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner W. H. Ryder, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hon. Guy Stopford, Chungkiang.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. R. N. Cottrell-Dormer, Hankow
Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Maxwell, Hongkong.
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair Hall, Hongkong.
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Hongkong.
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REVISED BY THE MEMBERS.

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Hongkong, 6th March, 1911.

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VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE,"

Captain G. W. Cookman, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 12th April, 1913, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MONGOLIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "EGYPT," due in London on the 23rd May, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 31st March, 1913. [

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON, NEW YORK VIA SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE,"

Captain McKegg, will be despatched as above on WEDNESDAY, the 16th April.

For Freight and passage apply to

ARNHOLD, KARBERG & Co.
General Agents.

Hongkong, 11th March, 1913. [441

THE "INDRA" LINE, LIMITED.

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast;

THE Steamship

"INDRANI,"

Captain Pilcher, will be despatched as above on SATURDAY, the 26th April.

This Steamer has superior accommodation for a limited number of Saloon Passengers at moderate rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.
Agents.

Hongkong, 7th April, 1913. [534

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "GHAZEE" ... On 6th May

For Freight and further information, apply to

DODWELL & Co., LTD.
Agents.

Hongkong, 8th April, 1913. [471

LATEST STEAMER MOVEMENTS.

The str. *Dilwara*, from Yokohama and Kobe, left Moji on the 8th April, p.m., and may be expected here on or about the 13th April, a.m.

The H.A.L. str. *Liberia* left Singapore on the 8th April, p.m., and may be expected here on or about 14th April, p.m.

The P. & O. str. *Narrung* left Singapore for this port on the 8th April, at 5 p.m., and is due here on the 15th April, at about noon.

HONGKONG TIDE TABLE.

From 10th to 16th April, 1913.

Days of Week.	Days of Month	HIGH WATER. H'kong. Mean Time.	Height.	LOW WATER. H'kong. Mean Time	Height.
		h. m.	ft. in.	h. m.	ft. in.
Thurs.	10	m 10 37	6 9	m 4 47	3 1
				6 16 a	1 6
Fri.	11	m 0 33	4 4	m 5 0	3 4
		m 11 13	7 0	7 21 a	1 6
Satur.	12	m 2 12	3 9	m 5 6	3 6
		m 11 59	7 0	8 48 a	1 7
Sun.	13	No infer.	high-	nor low-	water
		1 0 a	6 9	10 16 a	1 6
Mon.	14	No infer.	high-	nor low-	water
		2 24 a	6 7	11 25 a	1 4
Tues.	15	No infer.	high-	nor low-	water
		4 9 a	6 6		
Wed.	16	m 7 40	4 5	m 0 21	1 2
		5 40 a	6 7	m 11 10	4 3

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: $1 Cash.

On Sale at the "DAILY PRESS" Office or Local Booksellers

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.	—	H. N. Rivers, R.N.R.	P. & O. S. N. Co.	About 16th inst.
HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	Jochims	HAMBURG-AMERIKA LINIE	On 16th inst.
HAVRE, HAMBURG & ANTWERP, &c.	SENEGAMBIA	Ger. str.	k. w.	Reber	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE, BREMEN & HAMBURG, &c.	LIBERIA	Ger. str.	k. w.	Schröder	HAMBURG-AMERIKA LINIE	On 16th May.
ROTTERDAM, BREMEN & HAMBURG &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 19th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BAYERN	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 20th May.
MARSEILLES & HAMBURG, &c.	SPEZIA	Ger. str.	k. w.	Hennecke	HAMBURG-AMERIKA LINIE	On 15th inst.
MARSEILLES VIA SAIGON, SUEZ, COLOMBO, PORT SAID	ERNEST SIMONS	Fren. str.	—	Brunet	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Jap. str.	—	Hirase	NIPPON YUSEN KAISHA	On 23rd inst., at D'light.
MARSEILLES, LONDON & ANTWERP	DEN OF GLAMIS	Brit. str.	—		JARDINE, MATHESON & Co., LD.	About 3rd May.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	YOKOHAMA MARU	Jap. str.	—	N. Noda	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
VICTORIA, B.C., & TACOMA VIA JAPAN, &c.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 22nd inst., at 2 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSEN KAISHA	On 30th inst., at 2 P.M.
VICTORIA, VANCOUVER & SEATTLE	HARPAGUS	Brit. str.	—		JARDINE, MATHESON & Co., LD.	About 10th June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	PRINZESS ALICE	Ger. str.	—	L. Franck	MELCHERS & Co.	On 16th inst., at 10 A.M.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	KOERBER	Aus. str.	—		SANDER, WIELER & Co.	On 13th inst., at 5 P.M.
NEW YORK	INDRANI	Brit. str.	—	Pilcher	JARDINE, MATHESON & Co., LD.	On 26th inst.
NEW YORK	GHAZEE	Brit. str.	—		DODWELL & Co., LTD.	On 6th May.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	WELSH PRINCE	Am. str.	—	McKegg	ARNHOLD, KARBERG & Co.	On 16th inst.
PORTLAND, TACOMA & SEATTLE	MONMOUTHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	About 27th June.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 26th inst., at 6 P.M.
VANCOUVER, SEATTLE, TACOMA, & PORTLAND &c.	FALLS OF ORCHY	Brit. str.	—		JARDINE, MATHESON & Co., LD.	About 4th May.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 21st June, at 6 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERSIA	Am. str.	—		PACIFIC MAIL S.S. Co	On 15th inst., at 3 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	KOREA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 22nd inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—	H. S. Smith	TOYO KAISEN KAISHA	On 29th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	On 19th inst., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—		GIBB, LIVINGSTON & Co.	On 26th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	INABA MARU	Jap. str.	—	S. Tominaga	NIPPON YUSEN KAISHA	On 7th May, at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	HONGKONG MARU	Jap. str.	—		TOYO KISEN KAISHA	On 4th June, at Noon.
YOKOHAMA, KOBE & MOJI	JELUNGA	Brit. str.	—	D. Macfadyen	DAVID SASSOON & Co., LTD.	On 15th inst. at 3 P.M.
YOKOHAMA & KOBE VIA SHANGHAI	PERSIA	Aus. str.	—		SANDER, WIELER & Co.	About 5th May.
KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
KOBE	LUZON MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 19th inst., at 4 P.M.
KOBE & YOKOHAMA	JINSEN MARU	Jap. str.	—	M. Machida	NIPPON YUSEN KAISHA	On 24th inst.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	About 29th inst.
JAPAN	TJILATJAP	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch
TIENTSIN	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE MATHESON & Co., LD.	On 15th inst., at Noon.
TIENTSIN	KUEICHOW	Brit. str.	1 m.	Foresyth	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SHANGHAI VIA SWATOW	HANGSANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., LD.	To-day, at 10 A.M.
SHANGHAI	CHINHUA	Brit. str.	1 m.	Benson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI, KOBE & MOJI	ABRATOON APCAR	Brit. str.	—	Walker	DAVID SASSOON & Co., LTD.	To-morrow, at 1 P.M.
SHANGHAI	LINAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 12th inst., at M'night.
SHANGHAI	KWONGSANG	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., LD.	On 13th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	LIBERIA	Ger. str.	k. w.	Schröder	HAMBURG-AMERIKA LINIE	On 13th inst.
SHANGHAI	ANHUI	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUELOW	Ger. str.	—	C. Nahrath	MELCHERS & Co.	About 17th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PEKING	Swed. str.	—		ARTHUR NILSSON & Co.	About 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALAWAN	Brit. str.	—	C. R. Longden R.N.R.	P. & O. S. N. Co.	About 21st inst.
SHANGHAI, KOBE & YOKOHAMA	POLYNESIEN	Fren. str.	—	Eschenauer	MESSAGERIES MARITIMES	On 21st inst., at 7 A.M.
SHANGHAI MOJI & KOBE	SHINYO MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 23rd inst.
SHANGHAI	BOHEMIA	Aus. str.	—		SANDER, WIELER & Co.	On 28th inst., at 7 P.M.
SHANGHAI	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSEN KAISHA	On 16th inst., at 8 A.M.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	M. Nagano	OSAKA SHOSEN KAISHA	On 13th inst., at Noon.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS, LAPRAIK & Co.	To-morrow, at 11 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS, LAPRAIK & Co.	On 13th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS, LAPRAIK & Co.	On 15th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS, LAPRAIK & Co.	On 18th inst., at 11 A.M.
MANILA	LOONGSANG	Brit. str.	—	Leask	JARDINE, MATHESON & Co., LD.	On 12th inst., at 2 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
MANILA, MANGARIN, ILOILO & CEBU	RUBI	Am. str.	—	Miller	SHEWAN, TOMES & Co.	On 17th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 19th inst., at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJITAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	RANGOON MARU	Jap. str.	—	Kamoshita	NIPPON YUSEN KAISHA	On 14th inst.
BOMBAY VIA SINGAPORE, PENANG & COLOMBO	INDO MARU	Jap. str.	—	K. Komiya	OSAKA SHOSEN KAISHA	On 26th inst., at 4 P.M.
SINGAPORE, PENANG & RANGOON	UPADA	Brit. str.	—	Logan	JARDINE, MATHESON & Co., LD.	To-morrow, at Daylight.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	To-day, at 2 P.M.
SINGAPORE, PENANG, & CALCUTTA	GREGORY APCAR	Brit. str.	—	J. E. Drake	DAVID SASSOON & Co., LD.	On 12th inst., at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	HAKATA MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 19th inst.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sémbill	MELCHERS & Co.	End of April.
HAIPHONG	SUNGKIANG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 16th inst., at 10 A.M.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
MARSEILLES, LONDON & ANTWERP	"DEN OF GLAMIS"	About 3rd May.
LONDON & ANTWERP	"FLINTSHIRE"	About 31st July.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VANCOUVER, SEATTLE, TACOMA & PORTLAND	"FALLS OF ORCHY"	About 4th May.
VICTORIA, VANCOUVER & SEATTLE	"HARPAGUS"	About 10th June.
PORTLAND, TACOMA & SEATTLE	"MONMOUTHSHIRE"	About 27th June.

Cargo accepted on through Bills of Lading to all the principal destinations in Europe, and North and South America.

For Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 10th April, 1913. 49

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI VIA SWATOW	"HANGSANG"	Thursday, 10th Apr., 10 A.M
*SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Thursday, 10th Apr., 2 P.M.
* MANILA	"LOONGSANG"	Saturday, 12th Apr., 2 P.M.
† SHANGHAI	"KWONGSANG"	Sunday, 13th Apr., D'light.
* TIENTSIN	"CHEONGSHING"	Tuesday, 15th Apr., Noon.
* MANILA	"YUENSANG"	Saturday, 19th Apr., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG" and "KUMSANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Taingtau and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 10th April, 1913 [14

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "UPADA," 5,257 tons gross, Captain A. P. Logan, will be despatched for SINGAPORE, PENANG and RANGOON on the 11th April, at Daylight, and will be followed by the S.S. "MUTTRA," 4,644 tons gross, Capt. H. Carey, sailing hence on or about the 13th April, at Daylight, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS

Telephone No. 215.
Hongkong, 10th April, 1913. [50

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER. From Hongkong.		FOR LIVERPOOL. From Quebec.	
"EMPRESS OF JAPAN"	SAT., 26th Apr.	"ALLAN LINE"	FRI., 23rd May.
"EMPRESS OF RUSSIA"	WED., 21st May.	"EMPRESS OF BRITAIN"	FRI., 13th June
"EMPRESS OF INDIA"	SAT., 7th June	"ALLAN LINE"	FRI., 4th July
"MONTEAGLE"	SAT., 21st June	"EMPRESS OF IRELAND"	FRI., 25th July

Steamships leave HONGKONG at 6 P.M.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10
" Intermediate Steamship "Montcagle" " £49 " " £51.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars on application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner Pedder Street and Praya, opposite Blake Pier.

5

RUSSIAN VOLUNTEER FLEET.

THE STEAMERS of the RUSSIAN VOLUNTEER FLEET calling at Hongkong once a month both ways, Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call at on the way, according to the schedule, viz.:—

HOMEWARD BOUND Steamers for Singapore, *Penang, Colombo, *Djibouti, *Hodeidah, *Djeddah, Suez, Port Said, *Beyrouth, Constantinople, Batoum, Odessa.

* These Steamers are not bound to call at these ports should there be no engagements to meet there.

OUTWARD BOUND Steamers for Nagasaki and Vladivostok.

The Agency of the R.V.F. at Hongkong will also accept Cargo and issue through Bills of Lading for all Black and Azov Seas Ports with transhipment at Odessa, and for Hakodate and all ports of Tartarian Strait and Kamtchatka, with transhipment at Vladivostok.

Cargo for all European Ports not mentioned in the Steamer's schedule WILL NOT BE ACCEPTED IN FUTURE BY THIS AGENCY.

Next Sailing from Hongkong:—

The S.S. "KIEV," 5,566 R.T., Commander Sletsky, Homeward Bound, is expected to arrive in Hongkong on 18th day of April, 1913.

The S.S. "MOGILEFF," 5,200 R.T., Commander Kekcatoff, Outward Bound, is expected to arrive in Hongkong about the middle of April.

For Freight, Passage and further particulars, apply to

CAPTAIN D. A. LUKHMANOFF,
AGENT,
Hotel Mansion, 3rd Floor,
Rooms Nos. 12a and 14.
Telephone No. 1224.

Hong [55

SHIPPING

ARRIVALS.

DAIJIN MARU, Japanese str., 809, M. Nagano, 9th April—Swatow 8th April, General. — Osaka Shosen Kaisha.

DAITO MARU, Japanese str., Katayama, 9th April—Port Arthur 2nd April, General.—Mitsui Bussan Kaisha.

DEVANHA, British str., W. R. Hickey, 9th April—Singapore 5th April, Mails and General.—P. & O. S. N. Co.

HAICHING, British str., 1,267, W. C. Passmore, 8th March—Swatow 8th April, General.—Douglas, Lapraik & Co.

JELUNGA, British str., 1,000, Sullivan, 9th April—Singapore 4th April, General.—David Sassoon & Co.

KEONGWAI, German str., 1,115, F. Kohler, 8th April—Bangkok 31st March, Rice and Meal.—Butterfield & Swire.

LOKSANG, British str., 987, Bowker, 8th April—Hongay 6th April, Coal.—Jardine, Matheson & Co.

LOTHIAN, British str., 3,222, Lockhart, 8th April—Singapore 3rd April, General. —Dodwell & Co.

MATHILDE, German str., 831, G. Schlaikier, 8th April—Hoihow 4th April, Rice and General.—Jebsen & Co.

MACHEW, German str., 995, R. Zollner, 8th April—Bangkok 1st April, Rice.—Butterfield & Swire.

MUTTRA, British str., 2,985, H. Carey, 9th April—Moji 4th April, Coal.—Jardine, Matheson & Co.

PHRANANG, British str., 1,092, N. G. Majer, 8th April—Saigon 4th April, Rice.—A. Bune & Co.

SEANG BEE, British str., 3,784, J. Travis, 8th April—Singapore 3rd April, General.—Chinese.

TUNGUS, Norwegian str., 1,039, E. L. Halvorsen, 8th April—Saigon 4th April, Rice.—Siemssen & Co.

WAISHING, British str., 1,170, J. S. Holmwood, 9th April—Chinkiang 4th April, General.—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
April 9th.

AUSTRIA, Austrian str., for Trieste.

LOTHIAN, British str., for Shanghai.

TANGO MARU, Japanese str., for Y'hama.

DEPARTURES.

April 9th.

CHANGSHA, British str., for Australia.

EASTERN, British str., for Shanghai.

FLINTSHIRE, British str., for Yokohama.

HAISUN, British str., for Swatow.

HUICHOW, British str., for Tientsin.

KAIJO MARU, Japanese str., for Swatow.

KITANO MARU, Japanese str., for Ceylon.

NIKKO MARU, Japanese str., for Japan.

SANUKI MARU, Japanese str., for Y'hama.

UPADA, British str., for Calcutta.

YAWATA MARU, Jap. str., for Australia.

SHIPPING REPORTS.

The German str. *Machew* reports: Fine weather throughout.

The British str. *Haiching* reports: Had fresh northerly wind and rain.

The British str. *Phranang* reports: Light to moderate south-easterly winds with slight sea and fine clear weather throughout.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Korea* arrived at Yokohama on the 2nd April, with the United States mail, which was transferred to the str. *Empress of Japan*, arriving in Hongkong on the 11th April. The str. *Korea* will arrive on the 15th April.

The T.K.K. str. *Shinyo Maru* left Honolulu for Yokohama on the 28th March, and is expected here via Manila on the 22nd April.

The P.M. str. *Siberia* left San Francisco on the 29th March, for Hongkong, via Honolulu, Japan ports and Shanghai.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 5th April, and may be expected here on or about 29th April.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Shanghai on the 9th April, at 9 a.m., and is due to arrive at Hongkong on the 11th April, at 4 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Bulow*, carrying the German mails, with dates from Berlin of the 19th March, left Colombo on the 6th April, a.m., and may be expected here on or about 17th April.

MERCHANT STEAMERS.

The str. *Japan*, from Calcutta, left Singapore on the 6th April, p.m., and may be expected here on or about the 11th April, a.m.

The Ben Line str. *Benvorlich*, from Middlesbro' and London, left Singapore on the 6th April, p.m., and may be expected to arrive here on or about 12th April.

The O.S.K. str. *Seattle Maru*, from Tacoma, arrived at Manila on the 7th April, p.m., and will leave again for this port on the 10th April, p.m., and is due at Hongkong on the 13th April, a.m.

The R.V.F. str. *Kourak*, outward bound, sailed from Colombo on the 2nd April, and is expected to arrive in Hongkong about the 17th April.

The R.V.F. str. *Mogileff*, outward bound, sailed from Colombo on the 2nd April, and is expected to arrive in Hongkong about the 17th April.

The str. *Glenturret* passed the Suez Canal on the 13th March, for Hongkong via Straits.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 23rd March, and is expected to arrive here on or about the 20th April

INDO-CHINA STEAM NAVIGATION CO., LTD.

Hopsang, from Chingwantao, is due in Hongkong 9th April.

Foosheng, from Calcutta, is due in Hongkong 19th April.

Cheongshing, from Weihaiwei, is due in Hongkong 10th April.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM

HONGKONG

TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:		FROM COLOMBO:
26th April.	Connecting with "ELLERIC"	14th May.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI, AND JAPAN PORTS.

EASTWARD.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, KOBE and MOJI on 11th April, at 1 P.M.
S.S. "JELUNGA," 5,206 tons, Captain D. Macfadyen, will be despatched to YOKOHAMA, KOBE & MOJI, on 15th April, at 3 P.M.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 12th April, at 3 P.M.
S.S. "DILWARA," 5,378 tons, Captain Ramage, R.N.R., will be despatched as above on 18th April.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 10th April, 1913. 160

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA
27,000 tons, twin screws.
MANCHURIA
27,000 tons, twin screws.
KOREA
18,000 tons, twin screws.
SIBERIA
18,000 tons, twin screws.
ALSO { NILE ...11,000 tons. CHINA .. 10,200 tons. PERSIA... 9,000 tons.

COMFORT. SAFETY. SPEED.

FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons.	Starting		
• PERSIA	9,000	...	"	TUESDAY, 15th April, at 3 P.M.
KOREA	18,000	...	"	TUESDAY, 22nd April, at 1 P.M.
SIBERIA	18,000	...	"	TUESDAY, 6th May, at 1 P.M.
• CHINA	10,200	...	"	TUESDAY, 13th May, at 3 P.M.
MANCHURIA	27,000	...	"	TUESDAY, 20th May, at 3 P.M.
• NILE	11,000	...	"	TUESDAY, 3rd June, at 3 P.M.
MONGOLIA	27,000	...	"	TUESDAY, 10th June, at 1 P.M.
• PERSIA	9,000	...	"	TUESDAY, 1st July, at 3 P.M.

• INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

FROM HONGKONG. Leave Hongkong.		Arrive Manila.	FROM MANILA. Leave Manila.		Due Hongkong.
15th Apr. ...	PERSIA ...	17th Apr.	13th Apr. ...	KOREA ..	15th Apr.
13th May ...	CHINA ...	15th May.	3rd May. ...	CHINA ...	5th May.
3rd June ...	NILE ...	5th June.	11thMay. ...	MANCHURIA	13th May.
29th July ...	CHINA ...	31st July.			

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915 32

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIEN ..... Capt. Eschenauer.....	On 21st Apr., at 7 A.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS..... Capt. Brunot	On 22nd Apr., at 1 P.M.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10, 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

2

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
THURSDAY, 10TH APRIL, 1913.	
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."
FRIDAY, 11TH APRIL, 1913.	
8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. | S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 13TH APRIL, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons,

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. 151

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"PEKING"	6,500	About 20th Apr.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

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SAN FRANCISCO SCENIC ROUTE

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU... ... ... 22,000 tons.
S.S. CHIYO MARU... ... ... 22,000 tons.
S.S. SHINYO MARU ... ... 22,000 tons.
AND
S.S. NIPPON MARU ... ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA.
AND KING'S BUILDING, HONGKONG

57

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KOERBER," 9,900 tons, will leave as above on 13th April at 5 P.M.
Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London,
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.1.0.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.15, II £6.1.0.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.0.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 28th April, at 7 P.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. " " 12,500 tons, will leave as above about 5th May.
" " all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,
Princes' Building. 152

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.
FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG		Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Noon, SATURDAY		Steamer	SATURDAY	FRIDAY
ASSAYE	April	12	MONGOLIA	May 10	May 16
DEVANHA	April	26	MACEDONIA ...	May 24	May 30
CHINA	May	10	MALWA	June 7	June 13
				SUNDAY	SATURDAY
DELTA	May	24	MOOLTAN	June 22	June 28
ASSAYE	June	7	MOREA	July 6	July 12
ARCADIA	June	21	MARMORA	July 20	July 26
DEVANHA	July	5	MEDINA	Aug. 3	Aug. 9
CHINA	July	19	MOLDAVIA	Aug. 17	Aug. 23

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1ST SALOON £71.10 SINGLE. £105.14 RETURN.
2ND " £48.8 " £ 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About		Due MARSEILLES About		Due LONDON About	
NYANZA	April	16	May	18	May	23
NORE	April	30	June	3	June	13
NILE	May	14	June	17	June	27
PALAWAN	May	28	July	2	July	11
SUMATRA...	June	11	July	16	July	25
NUBIA...	June	25	July	31	Aug.	10
SUNDA	July	9	Aug.	14	Aug.	24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:
1ST SALOON £55.0 SINGLE. £82.10 RETURN.
2ND " £38.10 " £57.4 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACMENET	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	IYO MARU Capt. Hirase,	12,500	WED'DAY, 23rd April, at D'light.
	HIRANO MARU Capt. H. Fraser	16,000	WED'DAY, 7th May., at Daylight.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	§ YOKOHAMA MARU Capt. N. Noda,	12,500	TUESDAY, 22nd April, at Noon.
	§ SANUKI MARU Capt. Richards,	12,500	SATURDAY, 17th May, from Kobe.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. M. Winckler,	12,500	WED'DAY, 7th May, at Noon.
	NIKKO MARU Capt. Yagi,	9,600	WED'DAY, 4th June, at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON ...	‡ HAKATA MARU Capt. H. Nomura	12,500	SATURDAY, 19th April.
BOMBAY VIA SINGAPORE, and COLOMBO	‡ RANGOON MARU Capt. Kamoshita,	12,000	MONDAY, 14th April.
KOBE and YOKOHAMA	TANGO MARU Capt. K. Kawara,	18,500	THURSDAY, 10th April, at 11 a.m.
KOBE and YOKOHAMA ...	JINSEN MARU Capt. Machida,	6,000	THURSDAY, 24th April.
NAGASAKI, KOBE & YOKOHAMA			
SHANGHAI, MOJI and KOBE	‡ SHINYO MARU Capt. ——	12,500	WED'DAY, 23rd April.

§ Fitted with New System of Wireless Telegraphy. ‡ Cargo only

1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMER.	TONS DISPLACEMENT.	LEAVING HONGKONG.
IYO MARU	12,500	23rd April
HIRANO "	16,000	7th May
TANGO "	13,500	21st May
KAMO "	16,000	4th June

FOR AMERICA.

YOKOHAMA MARU	12,500	22nd April
SHIDZUOKA "	12,500	20th May
TAMBA "	12,500	3rd June
AWA "	12,500	17th June

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE NOS. 292 and 1241. 111—12—13

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA, Capt. W. R. Hickey	Noon, 10th April.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE, Capt. G. W. Cookman, R.N.R.	Noon, 12th April.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NYANZA, Capt. H. N. Rivers, R.N.R.	About 16th April.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	PALAWAN, Capt. C. R. Longden, R.N.R.	About 21st April.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th April, 1913. 1

CHINA NAVIGATION CO., LD.
SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 10th Apr., 4 P.M.
SHANGHAI	"LINAN"	On 12th Apr., M'night.
MANILA, CEBU and ILOILO	"TAMING"	On 15th Apr., 4 P.M.
~~HAIPHONG~~	"SUNGKIANG"	On ~~16th~~ Apr., 10 A.M.
SHANGHAI	"ANHUI"	On 17th Apr., 4 P.M.
TIENTSIN	"KUEICHOW"	On 18th Apr., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 10th April, 1913. TELEPHONE 36. AGENTS [7

HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. LIBERIA ... ... 13th Apr.
S.S. ALESIA ... ... 17th Apr.
S.S. SEGOVIA ... 8th May.
S.S. FUERST BUELOW 19th May.
S.S. BIRKENFELS } 24th May.
S.S. SAXONIA ... } 24th May.
S.S. PREUSSEN ... 24th June.

HOMEWARD.

FOR MARSEILLES & HAMBURG:
S.S. SPEZIA ... ... 15th Apr.
FOR HAVRE & HAMBURG:
S.S. SCANDIA ... ... 16th Apr.
FOR ROTTERDAM, BREMEN, HAMBURG & ANTWERP:
S.S. SACHSEN ... 19th Apr.
FOR HAVRE, HAMBURG & ANTWERP:
S.S. SENEGAMBIA ... 25th Apr.
FOR HAVRE, BREMEN & HAMBURG:
S.S. LIBERIA ... ... 16th May.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. BAYERN ... ... 20th May.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th April. 1913. 19

DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 11th April, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 15th April, at 11 A.M.
"HAIMUN"	Capt. J. W. Evans	FRIDAY, 18th April, at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans ... SUNDAY, 13th April, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 10th April, 1913. 6

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN		On 26th Apr., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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Hongkong, 3rd April, 1913.

TOYO KISEN KAISHA.
IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU,

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	... TUESDAY, 29th April, NOON.
CHIYO MARU	W. W. Greene	... TUESDAY, 27th May, at Noon.
NIPPON MARU	A. G. Stevens	... TUESDAY, 17th June, at Noon.
TENYO MARU	E. Bent	... TUESDAY, 24th June, at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KORE, YOKKAICHI YOKOHAMA AND HONOLULU on TUESDAY, the 29th April, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the ~~TEHUANTEPEC~~ NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000 ...	WED'DAY, 4th June, at Noon.
KIYO MARU	10,500 ...	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500 ...	

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
K[illegible]'s Building (Opposite Blake Pier).

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller... ...	Manila, Mangarin, Iloilo and Cebu	On 17th Apr., 4 P.M.
ZAFIRO	4000	McMurray ...	Manila, Mangarin, Iloilo and Cebu	

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,
Hongkong, 31st March, 1913 PHILIPPINES S.S. Co. [10

OSAKA SHOSEN KAISHA.
REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC LINE.

Connecting at TACOMA and SEATTLE with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
‡ "SEATTLE MARU"	T. Saito	TUESDAY, 22nd April, at 2 P.M.
† "MEXICO MARU"	N. Kobayashi	WED'DAY, 30th April, at 2 P.M.
‡ "CHICAGO MARU"	S. Nemoto	SATURDAY, 17th May, at 2 P.M.
† "CANADA MARU"	K. Hori	WED'DAY, 28th May, at 2 P.M.
‡ "TACOMA MARU"	T. Hamada	THURSDAY, 12th June, at 2 P.M.
† "PANAMA MARU"	J. Kanao	WED'DAY, 25th June, at 2 P.M.

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI, AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PENANG & COLOMBO.

Steamer	Captain	Leaving
"INDO MARU"	K. Komiya	SATURDAY, 26th April, at 4 P.M.
"LUZON MARU"	H. Yamamoto	SUNDAY, 25th May, at 4 P.M.
"SAIGON MARU"	T. Yamaguchi	SATURDAY, 26th June, at 4 P.M.

FOR KOBE.

"LUZON MARU"	H. Yamamoto	SATURDAY, 19th April, at 4 P.M.
"SAIGON MARU"	T. Yamaguchi	WED'DAY, 21st May, at 4 P.M.
"INDO MARU"	K. Komiya	SUNDAY, 22nd June, at 4 P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	M. Nagano	SUNDAY, 13th April, at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 20th April, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	WED'DAY, 16th April, at 8 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	FRIDAY, 11th April.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

491-778-7

Z. KAMIYA,
MANAGER
Second Floor, No. 1, Queen's Building.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ...	"PRINZESS ALICE," Capt. L. FRANCK,	20,300	Wednesday, 16th April, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW" Capt. C. NAHRATH,	16,900	About Thursday, 17th April.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOUNE	"COBLENZ," Capt. L. KLUCKIST,	6,750	Saturday, 19th Apr., at 9 A.M.
KOBE and YOKOHAMA ...	PRINZ SIGISMUND," Capt. D. LENZ,	6,000	About Tuesday, 29th April.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBILL,	5,000	End of April.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 3rd April 1913 4

AVERAGE MARKET PRICES.

April 3rd, 1913.

The Prices are given in Dollar Cents.

BUTCHERS MEAT.

牛肉	Mei Lung Pà Yuk—Beef, sirloin and prime cut	lb.	18
牛肉	Ham Ngau Yok—Corned Beef	"	18
牛肉	Shiu Ngau Yok—Roast Beef	"	18
牛肉	Ngau Nam—Breast of Beef	"	12
牛肉	Tong Yok—Beef for soup	"	15
牛肉	Ngau Yok Pa—Beef Steak	"	18
牛腸	Ngau Yok Ch'ong—Sausages	"	20
牛	Ngau Nó—Bullock's Brains	set	10
牛	Ngau Lao—Beef Steak, Sirloin	lb.	28
牛	Ngau Lo—Bullock's Tongue, fresh, each	"	45
牛	Ham Ngau Lo—" corned	"	55
牛	Ngau Tau—Bullock's Head	...	60
牛	Ngau Sam— " Heart	lb.	12
牛	Ham Ngau Kin—Beef Hump, salt	"	18
牛	Ngau Kók—Bullock's Feet	each	8
牛	Ngau Iu—Bullock's Kidney	"	9
牛	Ngau Mei—Bullock's Tail	"	18
牛	Ngau Kon—Bullock's Liver	lb.	12
牛	Ngau Tó—Bullock's Tripe, undressed	"	6
牛	Ngau Tsai T'au Kók—Calve's head and Feet	set	$1.
羊	Yáng Pai Kwat—Mutton Chop	lb.	25
羊	Yáng Fe—Leg of Mutton	"	25
羊	Yáng Shau—Mutton Shoulder	"	22
羊	Yáng T'au—Sheep's Head & feet	set	65
羊	Yáng Sam—Sheep's Heart	each	7
羊	Yáng Iu—Sheep's Kidneys	each	9
羊	Yáng Kon—Sheep's Liver	lb.	25
豬	Chu Kók—Pig's Feet	each	25
豬	Chu Nó—Pig Brains	per set	2
豬	Chú Tsap—Pig's Fry	lb.	30
豬	Chú T'au—Pig's Head	"	16
豬	Chú Iu—Pig's Kidney	pair	7
豬	Chú P'ái Kwat—Pork Chop	lb.	23
豬	Chú Sam—Pig's Heart	"	10
豬	Chú Kon—Pig's Liver	"	24
仔豬	Chú Tsai—Sucking Pigs (to order)	"	22
牛	Shang Ngau Yau—Beef Suet	"	18
羊	Shang Yáng Yau—Mutton Suet	"	25
牛	Ngau Tsai—Veal	"	18
牛	Ngau Láp Ch'ông—Beef Sausage	"	—
牛	Ngau Chai Yuk Ch'ông—Veal	"	26

POULTRY.

仔鷄	Kai Tsai—Chicken	"	32
鷄	Sin Kai—Capons	"	30
鴿	Pan Kau—Doves	each	
水鴨	Sang Sheng Shú Ap	"	1.00
	Wild Duck	pair	1.20
鴨	Ap—Ducks	lb.,	24
鷄蛋	Kai Tan—Hen's Eggs	doz	24
鷄	Kai—Fowl, Canton	lb	34
鷄	Hoi Nám Kai—Fowls, Hainan	"	30
鵝	Ngaa—Geese	"	22
上	Sh ngHoi Yá Ngoa—Gneese	"	—
	Shanghai	pair	1.10
鴨上	Wild Duck Shanghai	pair	1.—
鴿白	Pak Kop—Pigeons { Canton Hoihow	each "	35 28
鶉	Um Ch'un—Quail	"	24
仔兎	To Tsai—Hare	"	60
麝	Musk Deer	"	3.00
雞山	Shau Kai—Pheasant	"	1.50
水雞	Chá Ku—Partridge	each	70
鳥花禾	Wo Fá Tsók—Rice Birds	doz.	—
鷸沙	Sa Ts'oi—Snipe	each	24
雀水	Shú Ap—Teal	"	75
火鷄大	Fo Kai Kung—Turkeys, Cock	lb.	65
雌鷄大	Fo Kai Mo—Turkeys, Hen	"	50

FISH

鯉魚	Kai Yú—Barbel	"	8
鯧魚	Pin Yú—Bream	"	15
魚水淡	Tam Shuí Yú—Canton Fresh water Fish	"	15
鯉魚	Le Yú—Carp	"	18
魚	Mau Yú—Cat Fish	"	18
魚鱈	Man Yú—Codfish	"	15
蟹	Hai—Crabs	"	20
魚墨	Mak Yú—Cuttle Fish	"	14
魚王沙	Shá Máng Yú—Dab	"	15
鱔黃	Wong Mei Lun—Dace	"	8
鯽魚	Tit Tó Shá—Dog Fish	"	8
鰻鱔	Hoi Sin—Eels, Conger	"	15
鰻水淡	Tam Shúi Sin—Eels, Fresh water	"	—
鰻黃	Wong Sin—Eels, Yellow	"	15
田	Tin Kai—Frogs	"	24
魚石	Shak Pan—Garoupa	"	28
魚白	Pak Kap Yú—Gudgeon	"	12
白鱔	Tso Pak Yú—Herrings	"	18
鯉牙柳	Halibut	"	28
魚花鱔	Wong Fá Yú—Labrus	"	16
龍蝦	Lung Há—Lobsters	"	20
	Shi Yú—Mackerol	"	18
魚鯪	Loach	"	24
烏頭	Chai Yú—Mullet	"	26
魚芒	Mong Yú—Mong Fish	"	28
蠔生	Shang Hó—Oysters	"	20
魚公鸚	Kai Kung Yú—Parrot Fish	"	16
魚	Tan Ló—Perch	"	15
	Hau Tsz Yú—Pike	"	3
鰈魚花	Fa Po Tún—Plaice	"	18
魚白	Pak Ch'ong—Pomfret, White	"	28
魚黑	Hák Ch'ong— " Black	"	20
蝦明	Ming Há—Prawns	"	48
魚鯉	Pi Pa Sa—Ray	"	8
公魚石	Sik Kau Kung—Rock Fish	"	14
魚鯉	Chun Yú—Roach	"	10
魚沙	Sa Yú—Shark	"	9
魚水馬	Ma Yau Yú Salmon, Canton	"	20
魚生	Shang Yu—Salmon, Fresh Water	"	—
蝦	Ha—Shrimps	"	22
魚柏	Pó Yú—Skate	"	10
魚立	Lap Yú—Snapper	"	18
魚沙龍	Tát Sa Yú—Soles	"	16
魚蛇	Wán Yú—Tench	"	18
魚拖左	Teo Hau Yú—Turbot	"	18
龜	Kók Yú—Turtles, small, fresh water	"	60
	Pák Bit Yú—White Bait	"	—

FRUITS.

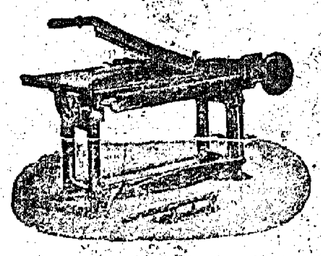
仁杏	Hang Yan—Almonds	"	18
蘋平山金	Kam Shan Ping Ko—Apples, California	"	30
蘋平柿天	Tin T'sun Pin Ko—Apples, Cfoo	"	20
蘋平	Hei Tong—Apples, small, Cfoo	"	—
蘋平	Fan Chi—Apples, Custard, Annoo	"	—
蘋平本日	Yat Pun Ping Ko—Apples, Japanese	"	—
菠蘿	Shang Sheng Heung Tsiu—Ananas, fragrant, Canton	"	4
蕉香	Shang Heung Tsiu—Bananas bridos, Macao	"	4
番荔	Yeung Ts'o—aramboia	"	—
栗	Fung Lut—Chestnuts, Chi ese	"	15
子椰	Ye Tsz—Cocoanuts	each	12
子葡萄	P'ó Tai Tsz—Grapes	lb	—
檬	Ning Mong—Lemons, Chinese	"	8
檬檸金	Kam Sin Lingmon—Lemon, American	each	6
枝荔	Lai Chi—Lichees, Freshis		15
	" 2nd "	"	—
	" 3rd "	"	—
枝荔蘇	Lai Chi Kon—Lichees, Small	"	25
檬	Ning Mong—Lemons, Saigon	"	—
芒荔呂	LuiSang Mong—Mango, M'la	each	20
芒南安	On Nam Mong—Mango, Saigon	"	—
子榴山	Shan Chuk Tsz—Mangosteens, per doz	"	—
瓜西寧	Yong Sai Kwá—Water Meloa, American	per lb.	—
瓜西	Sai Kwá—Water Melons China	"	—
瓜香	Heung Kwá Musk Melon American	each	10
	Passion Fruit, erican	lb.	—
橄合	Pak Lam—Olives	"	—
橙	Ch'ang—Oranges, Sweet	"	12
州潮橙	Chiu Chau Chang Orange, Swatow	"	—
門馬	O Mun Ch'ang—Oranges, Macao	"	—
柚沙	Chu Sá Kat— " Small	"	—
柑橘	Tim Kat— " Mandarin	"	—
生花	Fa Shang—Peanuts	"	10
梨上	Shanghai Li—Pears American	"	—
梨沙	Sá Li—Pears Canton	"	12
梨李	Hung Li—Plums Swatow	"	10
梨沙	Sia Tsi—Pears, Cooking Canton	"	10
	Hung Tsi—Persimmons large	"	—
	Pun Ti Po Lo—Pine-apple	"	12
橙蘭廣	orange (Canton)	lb	6
梨美山金	Pears (America)	"	—
瓜蔴馬大	Papaw 1st quality	each	12
蘋菠	Pineapple Cooking only 2nd	"	10
	" 3rd	"	—
蕉大	Tai Tsiu—Plantains		—
柚香	Luk Yau—Pumalo, Amoy	each	—
柚蘆魯	China Lo Luk Yau—Pumalo, Saim	"	12
桃蓋核	San Hop Tó—Walnuts, Fresh	lb	10
桃合	Hop To—Walnuts, Green	"	14
	Shanghai Lo Kwat	"	—

VEGETABLES, &c.

菜洲丁頭上	Shanghai Yá Chi Chut—Artichokse Shanghai	"	8
筍瓜蘆	Loong Soo Ts'oi—Asparagus	doz	—
竹筍	Chuk Shun—Bamboo Soots	lb.	5
豆芽	Ngá Tshi—Beans, Sprout	"	6
豆角	Tau Kok— " Long	"	—
豆扁	Min Tau— " Broad	"	—
豆法	Pin Tau— " French, Shai	"	12
豆油門馬	O Moon Bin Tau—Beans, Macao (French)	"	10
菜紅	Hung Tau Ts'oi Sho Beetroot	"	15
筍瓜	Kuáa Kun—Cane Shoot	"	5
茄青	Ts'ing Ke—Brinjals Green	"	15
茄元	Yuen Ke— " Red	"	6
菜白	Pak Ts'oi—Brassica	"	5
菜芥	Kai Ts'oi—Cabbage Chinese	"	—
菜卷心上	S'hai Kai Ts'oi—, Shanghai	"	10
蘿金	Kam Shán—Carrots	"	—
菜花頭	Ye Ts'oi Fá—Cauliflower	each	6
花頭大	Tai Ye Ts'oi Fá—, Large Size	"	15
花頭中	Chung Ye Ts'oi Fa—Cauliflower Med. Size	"	18
芹芹	Can Ts'oi—Celery, China	lb.	12
芹芹	Yeung Can Ts'oi—Celery, Eng.	"	8
瓜苦	Fu Kwa—Bitter Squash	"	6
豉乾辣	Kson Lat Chiu—Chilies, Dried	"	8
椒辣青	T'iing Lat Tsiu—Chilies, Green	"	25
椒辣紅	Hung Fá Tsiu—Chilies, Red	"	10
瓜黃	THang Kwa—Cucumbers	"	18
菜材雜咖	Kàh, Li Ts'oi Liu—Curry Stuff English	"	8
蒜頭	Shuen Tau—Garlic	"	—
薑老	Lo Keung—Ginger, old	"	10
薑子	Tsz Keung—Ginger, young	"	8
豆青	Ta' ng Tau—Green Peas	"	5
力辣	Kau Lik—Horse Radish, S'hai	"	8
米麵	SukMai—Sweet Corn	piece	15
菜生青	Yeung Shang Ts'oi—Lettuce	lb	—
	Musa Melon	"	1
菇蕈金	Shang Tsó Ku—Mushrooms, fresh	lb	—
蔥頭洋	Yeung Ts'ung Tau—Onions		—
	Bombay		8
蔥	Shang Ts'ung—Onions Green	"	6
蔥頭本日	Yat Pun Ts'ung Tau—Onions Japanese	"	—
蔥頭海上	Shanghai Ts'ung Tau—Onions, Shanghai		6
瓜苦	Mó ka—Okroes	"	—
芹蘭洋	Yoang Yuen Si—Parsley, Eng	"	8
薯仔州廣	Foochow Shu Tsai—Potatoes Foochow	"	—
仔薯上	Shanghai Shu Tsai—Potato Shanghai	"	3
仔薯本日	Yat Pun Shu Tsai—Potatoes, Japane	"	—
仔薯門馬	O Mun chu Tsai—Potatoes, Macao	"	—
仔薯比花	Fa Ke Shu Tsai—Potatoes, American	"	10
薯番	Fan Shu—Potatoes, Sweet	"	3
瓜南金	Tung Kwa—Pumpkin	"	3
仔莧	Chú Tsai Ts'oi—Purslane	"	—
白蘿蔔	Hung Lo Pak Tsai—Radish	"	4
子葱蔥花	Kon Ts'ung Tau—Shallots	"	6
	Yin Ts'oi—Spinach	"	4
芋	Fá Tau—Taros	"	5
茄番	FanKe—Tomatoes	"	6
菠菠	Lo Pak—Spinach Chinese	"	4
角豆	Tau kok	"	—
蓮藕	Lien Ngau—Lily Root	"	6
蔔蘿洋	Yeang Lo Pak—Turnips, Eng.	"	—
	Tsit Kwa—Vegetable Marrow,	"	6
栗馬	Ma Tsi —Water Chestnuts, Common	"	5
栗馬水淡	Kwoi Lam Ma Tai—Water Chestnuts, Mandarin	"	—
橘柑廣	Sai Yuong Ts'oi—Water Cresses	"	6
	Tsz Shá—Yams	"	15
	Sage, per bundle	"	6

HUGO C. A. FROMM.

AUGUST FOMM LEIPZIG-R



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Hongkong, 7th April, 1913. [44-7



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Hongkong, 7th April, 1913. [44-15

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ARE THE BEST!

Hongkong, 7th April, 1913. [44-21

POST OFFICE NOTICE

The *Empress of Japan*, with the Canadian and American Mail ex *Korea*, is expected to arrive here to-morrow, at 4 p.m.

The *Assaye* is expected to arrive here to-morrow, with the London Mails (via Siberia) of Friday, the 21st, and Saturday, the 22nd March.

FOR	PER	DATE
Swatow and Siam	*Drufar*	Thursday, 10th, 8.00 A M
Swatow, Shanghai and North China	*Hangsang*	Thursday, 10th, 9.00 A M
Straits and Burmah	*Upada*	Thursday, 10th, 11.00 A M
SHANGHAI AND NORTH CHINA... (EUROPE VIA SIBERIA)	*Devanha*	Thursday, 10th, 11.00 A M
Straits and India via Calcutta	*Kumsang*	Thursday, 10th, 1.00 P M
Macao	*Sui Tai*	Thursday, 10th, 1.15 P M
Shanghai and North China	*Chinhua* ...	Thursday, 10th, 3.00 P M
Swatow, Amoy and Foochow	*Haicheng*	Friday, 11th, 10.00 A M
Shanghai, North China and Japan via Kobe..	*Arratoon Apcar*...	Friday, 11th, 11.00 A M
Macao...	*Sui Tai*	Friday, 11th, 1.15 P M
Straits and Burmah	*Mattra*	Saturday, 12th, 10.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI ... (Late Letters 11.00 to NOON. Extra postage 10 cents), (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will ... closed to-morrow, at 5 p.m	*Assaye* ...	Saturday, 12th, Printed Matter and Samples ... ... 10.00 A M; Registration ... 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M); Registration, Kowloon B.O. ... 9.30 A M; Letters ... 11.00 A M
Philippine Islands	*Loongsang* ...	Saturday, 12th, 1.00 P M
Macao	*Sui Tai*	Saturday, 12th, 1.15 P M
Straits and India via Calcutta	*Gregory Apcar* ..	Saturday, 12th, 2.00 P M
Shanghai and North China	*Kwongsang* ...	Saturday, 12th, 5.00 P M
Shanghai and North China ... ... (EUROPE VIA SIBERIA)	*Linan*	Saturday, 12th, 5.00 P M
Swatow	*Haimun*	Sunday, 13th, 9.00 A M
Swatow, Amoy, and Formosa via Tamsui ...	*Daijin Maru* ..	Sunday, 13th, 9.00 A M
Macao	*Sui Tai*	Monday, 14th, 1.15 P M
Swatow, Amoy and Foochow	*Haitan*	Tuesday, 15th, 10.00 A M
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES, and SOUTH AMERICA via SAN FRANCISCO ... ... (EUROPE via SIBERIA)	*Persia*	Tuesday, 15th, Printed Matter and Samples ... ... 10.00 A M; Registration ... 10.15 A M; Registration with late fee of 10 cents, up to 11.00 A.M.); Registration, Kowloon B.O. ... 10.00 A M; Letters ... ... NOON
Macao	*Sui Tai*	Tuesday, 15th, 1.15 P M
Japan via Yokohama	*Jelunga*	Tuesday, 15th, 2.00 P M
Philippine Islands	*Taming*	Tuesday, 15th, 3.00 P M
Haifong, Pakhoi and Saigon	*Sungkiang* ..	Wednesday, 16th, 9.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via NAPLES ...	*Princess Alice*	Wednesday, 16th, Printed Matter and Samples ... ... 8.30 A M; Registration ... 8.30 A M; Registration, Kowloon B.O. ... ... 8.00 A M; Letters ... 9.00 A M
Macao	*Sui Tai*	Wednesday, 16th, 1.15 P M
Shanghai and North China	*Anhui*	Thursday, 17th, 3.00 P M
Philippine Islands	*Rubi*	Thursday, 17th, 3.00 P M
Swatow, Amoy and Foochow	*Haimun*	Friday, 18th, 10.00 A M
Tientsin	*Kuichow*	Friday, 18th, 3.00 P M
Philippine Islands, Yap, Maronn, Fredrich Wilhelmshafen, Rabaul, Herbertshohe, Matrpi, Australia, Tasmania and New Zealand via Brisbane	*Coblenz* ...	Saturday, 19th, 8.00 A M
Philippine Islands	*Yuensang*	Saturday, 19th, 1.00 P M
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ...	*Ernest Simons*	Tuesday, 22nd, Printed Matter and Samples ... ... 10.00 A M; Registration ... 10.15 A M (Registration, with late fee of 10 cents, up to 11.00 A M); Registration Kowloon B.O.... ... 11.15 A M; Letters ... 11.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA) ...	*Empress of Japan*	Saturday, 26th, Printed Matter, and Samples ... ... 4.00 P M; Registration ... 4.00 P M; Registration Kowloon B.O.... ... 3.00 P M; Letters ... ... 5.00 P M

COMMERCIAL.

—:o:—

CLOSING QUOTATIONS. April 9th.

ON LONDON:—	
Telegraphic Transfer	1/11½
Bank Bills, on demand	1/11⅝
Bank Bills, at 30 days' sight	1/11⅝
Bank Bills, at 4 months' sight	1/11⅝
Credits, at 4 months' sight	2 -/16
Documentary Bills 4 months' sight	2 -/16
ON PARIS:—	
Bank Bills, on demand	248
Credits, at 4 months' sight	53
ON GERMANY:—	
On demand	201
ON NEW YORK:—	
Bank Bills, on demand	47⅞
Credits, at 60 days' sight	48⅛
ON BOMBAY:—	
Telegraphic Transfer	146½
Bank, on demand	146¾
ON CALCUTTA:—	
Telegraphic Transfer	146½
Bank, on demand	146¾
ON SHANGHAI:—	
Bank, at sight	73½
Private, 30 days' sight	74⅜
ON YOKOHAMA:—On demand	96¼
ON MANILA:—On demand—Pesos	96½
ON SINGAPORE:—On demand	84
ON BATAVIA:—On demand	118½
ON HAIPHONG:—On demand	1 % pm.
ON SAIGON:—On demand	3 "
ON BANGKOK:—On demand	78⅞ "
SOVEREIGNS, Bank's Buying Rate	$10.10
GOLD LEAF, 100 fine, per tael	$52.90
BAR SILVER, per oz.	27 1/16

SUBSIDIARY COINS.

		per cent
Chinese	20 cents pieces	$7.05 discount
Chinese	10 "	$7.17 "
Hongkong	20 "	$6.00 "
Hongkong	10 "	$7.05 "

MAILS VIA SIBERIA.

London Date	Due Shanghai
March 19th.	April 5th.
March 20th.	April 7th.

TO-NIGHT

9.15 P.M.—Bijou Scenic Theatre.

FORTHCOMING EVENTS.

Monday, 14th April:—
3 P.M.—Auction of Valuable Leasehold Properties at Auction Rooms, by Mr. Geo. P. Lammert.

Wendesday, 16th April:—
Noon—Union Insurance Society of Canton, Ltd., Meeting of Shareholders.
12.15 P.M.—China Traders' Insurance Co., Ltd., Meeting of Shareholders.
5.30 P.M.—Royal Hongkong Golf Club Extraordinary General Meeting at the Club House at Happy Valley.

Saturday, 19th April:—
12.30 P.M.—Hongkong Jockey Club Half-Yearly Meeting.

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SHARE LIST.—QUOTATIONS.

HONGKONG, 9TH APRIL, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai Bank Corporation...	120,000	$125	all	{$103, sellers L'don £8 1	5 p.c.
China Borneo Company, Limited	60,000	$12	all	9, x. div., buy.	10 p.c.
China Light and Power Company, Ltd. ...	50,000	$5	all	$3	
	50,000	$1	all		
	200,000	$10	all	$8¾, sellers	7½ p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 144	
Hongkong Cotton Spinning Co., Ltd. .	125,000	$10	all	$10	
Dairy Farm Company, Limited ...	40,000	£½		$25½	6 p.c.
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$77, sales	6 p.c.
H'kong and Whampoa Dock Co., Ltd .	50,000	$50	all	69, buyers	5 p.c.
New Amoy Dock Co., Limited... ..	10,000	$62	all	$7, x. div., buy.	7 p.c.
S'hai Dock and Engineering Co., Ltd...	55,700	Tls. 100	all	Tls. 63	
S'hai and Hongkew Wharf Co., Ltd. ...	36,000	Tls. 100	all	Tls 103½	
Green Island Cement Co., Limited... ...	40,000	$10	all	$4.50, buyers	
Hongkong Electric Co., Limited ...	60,000	$10	all	$32, buyers	5½ p.c.
Hongkong Hotel Company, Limited	12,000	$50	all	$115, buyers	5½ p.c.
	8,000		$25	$76, buyers	
Manila Metropole Hotel Limited	15,000	Ps. 10	all	Pes	
Hongkong Ice Company, Limited... ...	5,000	$25	all	$ 75, sellers	6 p.c.
Hongkong Rope Manufacturing Co., Ld...	50,000	$10	all	$19, buyers	10 p.c
H'kong & South China Steam Fisheries Co. Ltd.	15,000	$10	$7	$2, sellers	
Hongkong Steel Foundry Co., Ltd. ...	10,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	o/-	all	6/9, sellers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$292, sales	7 p.c
China Fire Insurance Co., Limited	20,000	$100	$20	$150, sales	6 p.c
Hongkong Fire Insurance Co., Ltd ...	5,000	$250	$50	$356, sales	7 p.c.
North-China Insurance Co., Limited	10,000	$15	$5	Tls. 136, sales	
Union Insurance Society, Limited ...	12,400	$250	$100	$845, sales	6 p.c.
Yangtsze Insurance Association, Ld ..	12,000	$100	$20	$200, buyers @ Ex 73	
LANDS AND BUILDINGS.—					
H kong Land Invest. Agency Co., Ld.	50,000	$100	all	$107½, buyers	7 p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	200	
Humphreys' Estate and Finance Co., Ld.	50,000	$10	all	$8¼, sales	6 p.c.
Kowloon Land and Building Co., Ld.	9,000	$50	$35	$35, buyers	8 p.c.
Shanghai Land Investment Co., Ltd....	78,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited ...	12,500	$50	all	58, buyers	7½ p.c
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	25,000	Gds. 10	all	Tls. 62, sal. & buy.	
MINING.—					
Chinese Engineering and M. Co., Ld.	1,000,000	£1	all	32/-	
Heawood Tin and Rubber Estate, Ld.	822,000	2/-	all	4/3	
Raub Australian Gold Mining Co., Ltd	200,000	£1	all	33½, sellers	
Tronoh Mines, Limited	160,000	£1	all	75/-	
	20,000	$10	all	$11½	7 p.c.
Peak Tramways Co., Limited ...	30,000	$10	$1	>1	
	75,000	$10	all	<5	
Philippine Co., Limited	13,200	$50	all	$23, sellers	
Pulpes et Papeteries du Tonkin Societe des					
REFINERIES.—					
China Sugar Refining Co., Limited ..	20,000	$10	..	$105, buyers	5 p.c.
Luzon Sugar Refining Co., Limited ..	7,000	$10	all	$38	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld.	30,000	$25	all	$16½, sellers	
Douglas Steamship Co., Limited ...	20,000	$50	all	$58, buyers	4½ p.c.
H kong, Canton & Macao S.B. Co., Ltd.	20,000	$1	all	$27½, buyers	7½ p.c
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	£	all	$99 {L'don 9 5s.	
Shell Transport & Trading Co., Ltd....	4,500,000	£	all	115/-, buyers	
Star Ferry Company, Limited ...	30,000	$1	all	$45, sales	4½ p.c.
South China Morning Post, Limited ...	6,000	$25	all	>22	
Steam Laundry Company, Limited ...	20,000	$5	all	$4, buyers	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited ...	1,200	$10	...	$25	
Gande, Price & Co., Ltd.	50,000	$1	all	$6	
Powell, Wm., Limited...	15,000	$1	all	8.0	4½ p.c
Watkins, Limited	10,000	$1	all	$5, buyers	
Watson & Co., A. S. Limited... ...	90,000	$1	all	>7, sales	
Weissmann, Limited	3,000	$10	all	$18, buyers	
United Asbestos Oriental Agency, Ld...	2,500 ordy. 100 pref.	$1	$4	$9½	8 p.c.
		$10	all	$300	
Union Waterboat Co., Limited	50,000	$1	all	$17½, sellers	7½ p.c.

Para Rubber in London ... ... 3/5½ per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7% p. annum	Par.

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